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Meeting Notes 2007-08-09 [Part B]

Joint Policy Advisory Committee on Transportation

Draft

Adoption Draft Metropolitan Transportation Improvement Program

Portland Metro Area
Federal Fiscal Years
2008 through 2011

August 2007

METRO

PEOPLE PLACES
OPEN SPACES

Exhibit A
Resolution No. 07-3825

Regional Travel Options
2005-06 Program Evaluation

Final Report

July 19, 2007

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Executive Summary

Background

Metro's 2040 Growth Concept sets forth a long-range growth management strategy intended to shape the region for the next 50 years. The strategy encourages growth within existing centers and corridors, along with some expansion of the urban growth boundary. The future success of the plan relies, in part, on significantly increasing the use of alternative modes of transportation, including transit, walking, bicycling, carpooling, and telecommuting. These are generally referred to as non-single-occupant vehicle (non-SOV) modes. To help implement the Growth Concept, Metro's Regional Travel Options (RTO) program works to increase awareness of non-SOV alternatives and increase the provision of those alternatives. In Metro Council adopted the *Regional Travel Options Program 5-Year Strategic Plan* in January 2004 to help direct those efforts. The RTO program receives funding through the Metropolitan Transportation Improvement Program (MTIP), which includes the programming of CMAQ funds.

The *Strategic Plan* places an emphasis on evaluation of the program to demonstrate results. In 2004, TriMet and Metro conducted an evaluation that covered 2003. That evaluation used the results of surveys conducted by employers to comply with the Employee Commute Options (ECO) Rules and presented an analysis of the region's centers identified in the *2040 Growth Concept*. In 2006, PSU's Center for Urban Studies (CUS) conducted a comprehensive evaluation of all RTO programs for FY2005 (July 2004 – June 2005). This report is a follow-up evaluation, covering FY2006 and the fist six months of FY2007 (July – December 2006). During this time, the RTO program used CMAQ funds for the following activities:

TMA Program
Clackamas Regional Center TMA
Lloyd TMA
Gresham Regional Center TMA
Westside Transportation Alliance (WTA)
Swan Island TMA
Troutdale Area TMA

RTO Core Program
Regional Vanpool Program
TriMet Employer Program
SMART TDM program
Metro Collaborative Marketing
Regional Evaluation
RTO subcommittee management and strategic planning

Region 2040 Initiatives
Lloyd TMA/Lloyd District Ped Program
SMART Wilsonville Walking Program
City of Portland/CarpoolMatchNW
Swan Island Vanpool Program
WTA Carfree Commuter Challenge (2006)

In addition, ODOT funds were used for the regional DriveLess/SaveMore (DLSM) marketing campaign. Metro staff and the RTO Subcommittee also developed a new Evaluation Framework to guide future evaluation efforts.

The 2005-06 evaluation is primarily based upon evaluation reports submitted to Metro by organizations receiving RTO funding, data from employee surveys submitted to TriMet (at the work site level), surveys of participants in the CarpoolMatchNW ridematching service, and ridership data for vanpools and shuttles receiving RTO funding. Unlike the 2004-05 evaluation,

the PSU CUS evaluation team did not interview funding recipients to obtain additional information. Otherwise, the methodology and approach is similar to the 2004-05 evaluation.

Findings

As in 2004-05, most of the programs achieved most or all of their output objectives in 2005-06. Several of the programs were able to demonstrate outcomes, including mode share changes and VMT reduction. However, the overall amount and quality of data available makes it impossible to develop an accurate overall estimate of the impacts of the programs. This is due, in part, to the fact that the outcomes of the various programs, as currently measured, may overlap. For example, people using the CarpoolMatchNW website may have gone there because of the efforts of a TMA or TriMet's Employer Outreach program. The Collaborative Regional Marketing Program (aka DriveLess/SaveMore) should have impacts extending throughout all of the programs. In addition, outside factors, including gas prices and the ECO Rules, may prompt travel behavior change among people participating in the RTO program. Assigning changes in behavior to specific external factors and programs is not possible given the data available.

The employee commute survey data from employers participating in TriMet's Employer Outreach program is currently the most comprehensive data source available to evaluate the effects of the RTO programs. That data show an increasing share of commuting by non-SOV modes (Figure 1). In 2006, over 35% of the commute trips were made in non-SOV modes, continuing a steady increase over the past decade. Nearly 20% of commute trips were made on transit. This rate about three times as high as for all workers living the in the region, according to the 2005 American Community Survey (ACS) conducted by the Census Bureau. The steady decline in rates of carpooling and vanpooling ended in 2006, with 8.7% of the commute trips at participating employment sites made in carpools and vanpools. This is, however, lower than the 10.5% rate in the first year of data (1996) and lower than the ACS data. Rates of walking and bicycling were up slightly in 2006 compared to 2005.

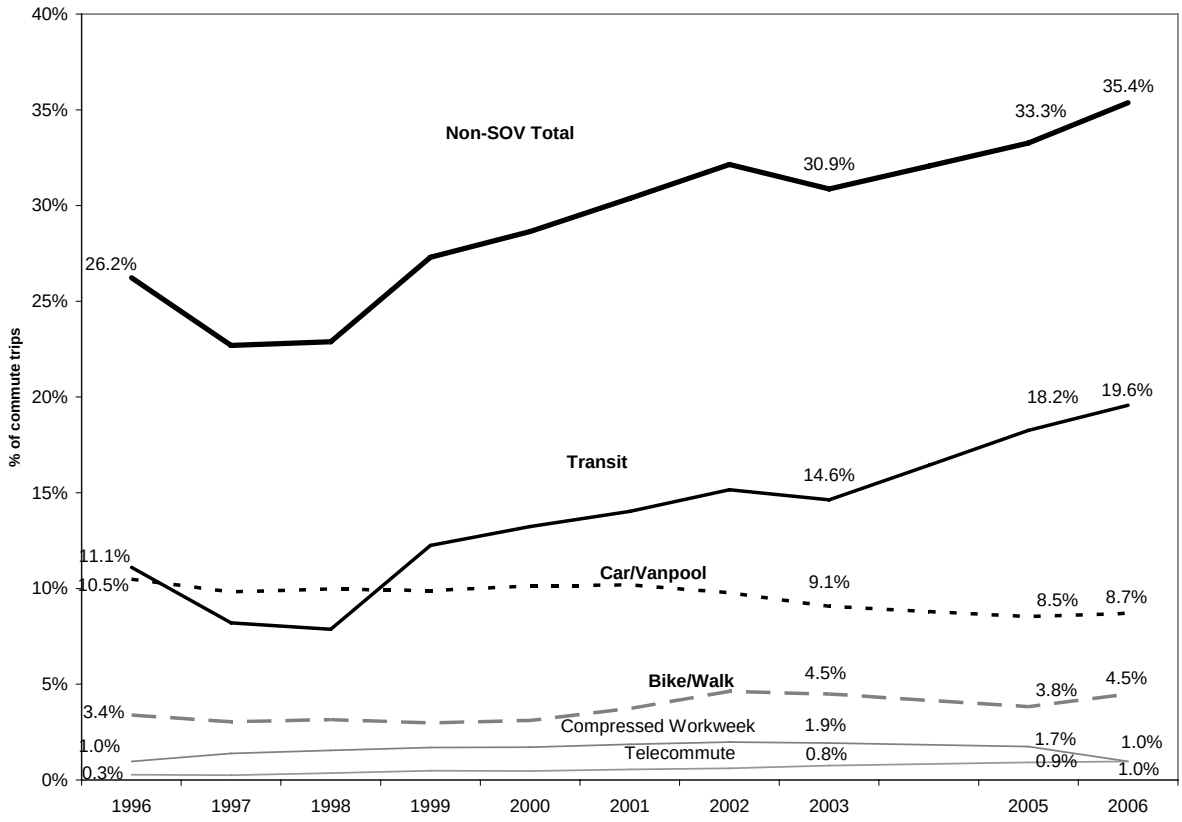


Figure 1: Non-SOV Commute Trips at worksites participating in the TriMet Employer Outreach program (1996-2006)

Sources: 1996-2003 figures are from TriMet and were included in the 2003 RTO Report. 2005 and 2006 figures calculated using original employer survey data from TriMet, using two year average. 2006 data reflects surveys conducted from July 2004 through December 2006.

Some additional key positive outputs and outcomes of the RTO programs during 2005-06 include the following:

- Nearly 1,000 work sites with over 200,000 employees participated in the Employer Outreach Program.
- Employers in downtown Portland that survey employees are close to meeting RTP modal targets of 70% non-SOV modes for commute trips (68%).
- The Metro DriveLess/SaveMore team staffed booths at 121 public events, engaging 6,400 people in conversation and handing out 8,500 DLSM notepads, decals and informational materials. 2,700 people signed DLSM commitments to change their travel behavior. This represents over 40% of those people who engaged in conversation.
- About 6,610 people are registered on the CarpoolMatchNW website for carpool matching, 37% more than at the end of 2004-2005. CarpoolMatchNW implemented a process to purge the database of inactive registrants, which should improve the quality of the matches.

- The Vanpool program undertook specific actions to improve its cost-effectiveness and increase the number of vans operating in the region. Each day they operated, the vanpools had about 118 total riders or 6.7 per van. This is an increase from an average of 6.2 riders per van in 2004-05.

- TMAs and area programs continued targeted activities such Carefree Commuter Challenge, SMART's WalkSmart, and Swan Island TMAs' evening shuttle.

- Most programs implemented their specific output objectives. When objectives were not met it was often due to lower than expected funding or staff turnover.

There are several findings that need to be addressed by the RTO program:

- Employers outside of downtown Portland and the Lloyd District have a long way to go to meet the RTP modal targets for 2040. Only about one-quarter of work trips to surveyed sites in the remaining area are made in non-SOV modes. The targets for 2040 range from 40% to 55%. However, it should be noted that a 25% non-SOV mode share is good for suburban areas with free and available parking.

- The vanpool program is not performing as projected and is significantly smaller in scope than programs found in other regions. The vanpools in the program are generally small. Seven of the 18 (28%) averaged five or fewer riders per day. While this is a significant improvement over 2004-05, on average, the vans were at 59% of capacity. However, the lack of a high-occupancy vehicle (HOV) lane network eliminates one of the factors that help other regions build large vanpool programs – a significant time savings.

- Some of the smaller TMAs may still be implementing programs that may not be consistent with the RTO objectives or that are not achieving measurable changes in the use of travel options. Staff turnover continues to be a problem at some TMAs.

- Some of the programs do not have clear output objectives and many do not have clear quantified outcome objectives against which to measure progress. Some of the end outcome objectives that do exist were based upon what appear to be overly optimistic assumptions.

- Not all of the programs are systematically tracking outcomes in a meaningful way.

- The success of many programs, particularly those focused on downtown and the Lloyd District are aided by parking pricing and supply constraints. Without such cost or time advantages for non-SOV modes (e.g. with HOV lanes), significant increases in non-SOV mode shares will be difficult to achieve in more suburban environments.

Several activities are underway that will help address many of these concerns:

- Metro made significant changes to the vanpool program in February 2007.

- The RTO Subcommittee adopted a new evaluation framework that will increase the level of monitoring by funding recipients and collect data through a regional survey.

- The RTO Subcommittee plans to develop a new strategic plan in the coming year.

Background

Regional Context

In 1995 Metro adopted the 2040 Growth Concept, a long-range growth management strategy intended to shape the region for the next 50 years. The strategy encourages growth within existing centers and corridors, along with some expansion of the urban growth boundary. The future success of the plan relies, in part, on significantly increasing the use of alternative modes of transportation, including transit, walking, bicycling, carpooling, and telecommuting. These are generally referred to as non-single-occupant vehicle (non-SOV) modes. Encouraging the use of non-SOV modes is a form of transportation demand management (TDM). One objective of TDM is to reduce demand for roadways (i.e. driving), thus reducing the need to expand infrastructure.

The *Regional Transportation Plan* (RTP), currently under an update process, provides the blueprint for the region's transportation system for a 20-year time horizon. Looking towards 2040, the RTP sets non-SOV modal targets for three categories of areas in the region. For regional centers, town centers, main streets, station communities and corridors the non-SOV modal target for all trips to and within those areas is 45-55% (ranging from a financially constrained target to a preferred target). The target for the central city is 60-70%. For other areas the target is 40-45%. The plans and policies in the RTP aim to support reaching these targets. The projects in the RTP are funded from a variety of sources.

In 1992, Metro's Transportation Policy Advisory Committee (TPAC) established a TDM Subcommittee to help oversee projects supported by the Congestion Mitigation and Air Quality (CMAQ) funds distributed to the region by the federal government. The mission of the subcommittee was to "reduce the need to drive by advocating TDM in the region, developing funding and policy recommendations to TPAC and coordinating regional TDM programs."[1] At this time, the TDM program at TriMet was expanded. The program evolved further in 1997 when the Department of Environmental Quality (DEQ) adopted the Employee Commute Options (ECO) Rules. Other partners were added to the overall program, including C-TRAN, SMART/Wilsonville,[2] the City of Portland's Transportation Options Division, and other cities and counties. Metro also established a Transportation Management Association (TMA) Assistance Program in 1999, providing funding for existing and new TMAs.

Given the expansion of efforts in the 1990s, the TDM Subcommittee saw a need to revise its mission to connect with the changing needs of the program. In December 2003, the *Regional Travel Options Program 5-Year Strategic Plan* was approved by consensus of the members of the renamed Regional Travel Options (RTO) Subcommittee. The *Plan* was adopted by the Metro Council in January 2004. The *Strategic Plan* included detailed work plans for most of the anticipated TDM projects and programs that would receive funding through the Metropolitan Transportation Improvement Program (MTIP), which includes the programming of CMAQ funds. Specifically, the *Plan* stated the following:

[1] *Regional Travel Options Program 5-Year Strategic Plan*, December 2003, p. 1.
[2] Wilsonville is not part of the TriMet service district.

> Regional travel options include all of the alternatives to driving alone – carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. In order to increase the number of people using these travel options, the region needs to
>
> > develop a marketing message and communications plan that supports local program implementation
> >
> > develop regional policies that support more people using travel options
> >
> > evaluate program impacts that can be used to refine programs and marketing strategies, and
> >
> > identify new funding sources that can be used to expand the travel options program over the next five years.
>
> The Regional Travel Options program is primarily a marketing program that works directly with people to find the best option for them for any number of trips they make throughout the day. The focus in the past ten years has been reducing drive alone commute trips, specifically working with ECO employers to reduce commute trips as required by the ECO Rules. The TDM Subcommittee would like to take a new direction to more actively market travel options through a unified regional marketing program. (p. 1)

The *Plan* emphasized collaboration and integration to produce a program with "measurable results and tangible impacts."

Evaluating RTO

The *Strategic Plan* places an emphasis on evaluation of the program to demonstrate results. In 2004, TriMet and Metro conducted an evaluation that covered 2003. That evaluation used the results of surveys conducted by employers to comply with the Employee Commute Options (ECO) rule and presented an in-depth analysis of the Beaverton regional center and basic analyses of 21 centers. In 2006, PSU's Center for Urban Studies (CUS) conducted a comprehensive evaluation of all RTO programs for FY2005 (July 2004 – June 2005). That evaluation is available on-line in the RTO research library.

2005-06 Evaluation

What is included

This evaluation is intended to update the 2004-2005 evaluation report submitted to Metro in July 2005. This evaluation covers the individual projects and programs that were identified by Metro staff as part of the RTO program during the 18-months period, from July 2005 to December 2006. During this time, the RTO program used CMAQ funds for six TMAs, five specific projects under the Region 2040 Initiatives program, and the Core Program (Table 1). The Core Program includes regional vanpool and employer outreach programs and Wilsonville SMART's TDM programs, as well as evaluation and oversight. In addition, ODOT funds were used for the regional DriveLess/SaveMore marketing campaign.

Table 1: 2005-06 RTO Projects and Funding

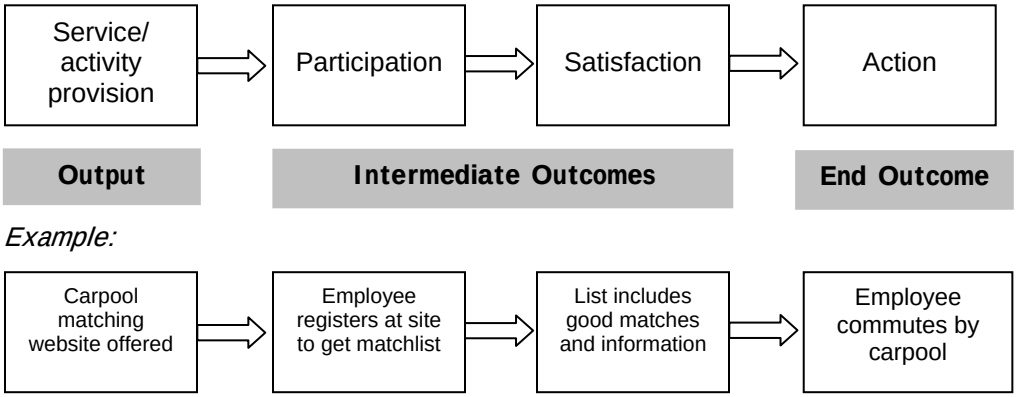
Organization	2005-06 FY		July-Dec. 2006	
	Amount ($)	Percent	Amount ($)	Percent
TMA Program				
Clackamas Regional Center TMA	24,750	1.2%	12,375	1.2%
Lloyd TMA	24,750	1.2%	12,375	1.2%
Gresham Regional Center TMA	24,750	1.2%	12,375	1.2%
Westside Transportation Alliance (WTA)	24,750	1.2%	12,375	1.2%
Swan Island TMA	24,750	1.2%	12,375	1.2%
Troutdale Area TMA	37,688	1.8%		
Subtotal: TMA Program	*161,438*	*7.5%*	*61,875*	*6.1%*
Region 2040 Initiatives				
Lloyd TMA/Lloyd District Ped Program	11,597	0.5%	--	0.0%
SMART Wilsonville Walking Program	5,728[b]	0.3%	5,784	0.6%
City of Portland/CarpoolMatchNW	62,125	2.9%	6,695	0.7%
Swan Island Vanpool Program	12,500	0.6%	--	0.0%
WTA Carfree Commuter Challenge (2006)	24,576	1.1%	18,329	1.8%
Subtotal: Region 2040 Initiatives	*116,526*	*5.4%*	*30,808*	*3.0%*
RTO Core Program				
Regional Vanpool Program	151,000	7.0%	72,958	7.1%
TriMet Employer Program	337,000	15.7%	195,000	19.1%
SMART TDM program	55,000	2.6%	27,500	2.7%
Metro Collaborative Marketing	58,000	2.7%	103,528	10.1%
Regional Evaluation	100,000	4.7%	70,000	6.9%
RTO subcommittee management and strategic planning	124,000	5.8%	47,198	4.6%
Subtotal: RTO Core Program	*825,000*	*38.5%*	*516,183*	*50.6%*
ODOT funds				
Metro DriveLess/SaveMore Marketing Campaign	1,040,000	48.5%	411,718	40.3%
TOTAL	2,142,963	100.0%	1,020,583	100.0%

Source: Figures provided by Metro RTO staff.
Notes: Amounts do not include local matching funds, which are required for all programs except the ODOT funds.

Evaluation Methodology

This evaluation follows two key concepts put forth in the 2004-05 evaluation: (1) Examining the separate but related steps of service provision, participation, satisfaction, and action; and (2) Distinguishing between outputs and outcomes. These concepts are discussed in depth in the *Regional Travel Options 2004-05 Program Evaluation Final Report* date July 12, 2006 (herein after referred to at the *2004-05 Evaluation Report)* and are illustrated in Figure 2.

Figure 2: RTO Evaluation Framework and Example



There are several reasons it is useful to evaluate both outputs and outcomes and to distinguish between these four steps:

- The end outcomes of the RTO programs often overlap, making it difficult to distinguish the outcomes of a single program.
- Several of the programs are new and have not developed the capacity to measure outcomes yet. Moreover, funding may not have been available to measure outcomes accurately.
- Understanding the outputs can help explain whether the program was the reason for the outcomes or something else. While it is nearly impossible to ever "prove" that the programs cause the outcome, making the link between outputs and outcomes help explain what may have happened.

With any evaluation it is important to establish criteria by which to judge success. Comparisons are usually made to the intended objectives, outputs, or outcomes, to a previous point in time, to an accepted standard, and/or to other comparable programs. In the *2004-05 Evaluation Report*, PSU evaluated programs against work plans and objectives from the *RTO 5-Year Strategic Plan*. The work plans always included outputs and sometimes included projected outcomes, such as the vehicle miles traveled (VMT) reduced. The evaluation found that the objectives in the plan, particularly the expected outcomes, were often unrealistic, unclear, or based on higher levels of funding. Metro worked with members of the RTO Subcommittee from January through June 2007 to create a framework for evaluation. Metro also plans to work with the RTO

Subcommittee in the coming year to develop a new strategic plan. Therefore, this evaluation places less emphasis on comparisons to these objectives.

For each program, Portland State University's Center for Urban Studies (PSU CUS) evaluators attempted to answer the following questions, as was done for 2004-05:

What services or activities were provided?

What was the level of participation in the services or activities?

What was the level of satisfaction with the services or activities?

To what extent did participants use travel options?

To what extent does the program support the RTO objectives?

In addition, when possible, this evaluation identifies changes that were made in response to the *2004-05 Program Evaluation*.

The evaluation is based upon the following sources:

- *Evaluation reports submitted to Metro.* On February 9, 2006, Metro staff requested information for this evaluation from each program. Reports were due March 3, 2006. By the end of May, most reports were forwarded to the evaluation team.
- *Data analysis*. If the program collected data from an activity, PSU CUS evaluators requested an electronic copy of the original data and then performed an independent analysis of the data. This included results from employee surveys submitted to TriMet (at the work site level) and surveys of participants in the CarpoolMatchNW ridematching service.

Findings

Overall

As in 2004-05, most of the programs achieved most or all of their output objectives in 2005-06. Several of the programs were able to demonstrate outcomes, including mode share changes and VMT reduction. However, the overall amount and quality of data available makes it impossible to develop an accurate overall estimate of the impacts of the programs. This is due, in part, to the fact that the outcomes of the various programs, as currently measured, may overlap. For example, people using the CarpoolMatchNW website may have gone there because of the efforts of a TMA or TriMet's Employer Outreach program. The Collaborative Regional Marketing Program (aka DriveLess/SaveMore) should have impacts extending throughout all of the programs. In addition, outside factors, including gas prices and the ECO Rules regulation, may prompt travel behavior change among people participating in the RTO program. Assigning changes in behavior to specific external factors and programs is not possible given the data available.

Regional Programs

Four year-round RTO programs were regional in scope:

- Collaborative Marketing Campaign, including DriveLess/SaveMore
- TriMet Employer Outreach
- Regional Vanpool Program
- CarpoolMatchNW

What services were provided?

Overall, the regional programs offered all or most of the services that were called for in the *5-Year Strategic Plan Work Plan*. There were no significant changes in the levels or types of activities compared to 2004-05, except for the Collaborative Marketing Campaign. During 2005-06, Metro and ODOT launched the DriveLess/SaveMore campaign. The Metro RTO program staffed booths at 121 events throughout the region in 2006 marketing various RTO programs under the DriveLess/SaveMore (DLSM) umbrella. The other three regional programs undertook these key activities in 2005-06:

- TriMet conducted a wide range of outreach activities as part of its Employer Outreach Program, including nearly 500 face-to-face meetings, staffing at transportation 123 fairs, quarterly newsletters, distribution of 8,619 new employee kits, and hosting a web site for employers.
- The Regional Vanpool Program funded 18 traditional vanpools. The Vanpool Program Financial Assessment Study was conducted to assess the cost effectiveness of the current vanpool program. Metro released a Request for Proposals (RFP) that established a list of approved vanpool providers.
- The CarpoolMatchNW continued to make improvements to the website and worked to purge inactive registrants, intending to improve the quality of matches. The program was marketed through regional partners, including the Collaborative Marketing Campaign.

What was the level of participation in the services?

All of the regional programs measured participation:

- Metro staff at DLSM event booths engaged in conversations with 6,400 people and handed out 8,500 pieces of informational material.
- TriMet's Employer Outreach program reached 997 work sites with over 202,000 employees. This is comparable to 2004-05.
- By the end of 2006, over 6,600 people were in the CarpoolMatchNW database. This is a significant increase over 2004-05.
- An average of 118 people per day rode in the 18 vanpools that operated in 2006. This is slightly lower than in 2004-05.

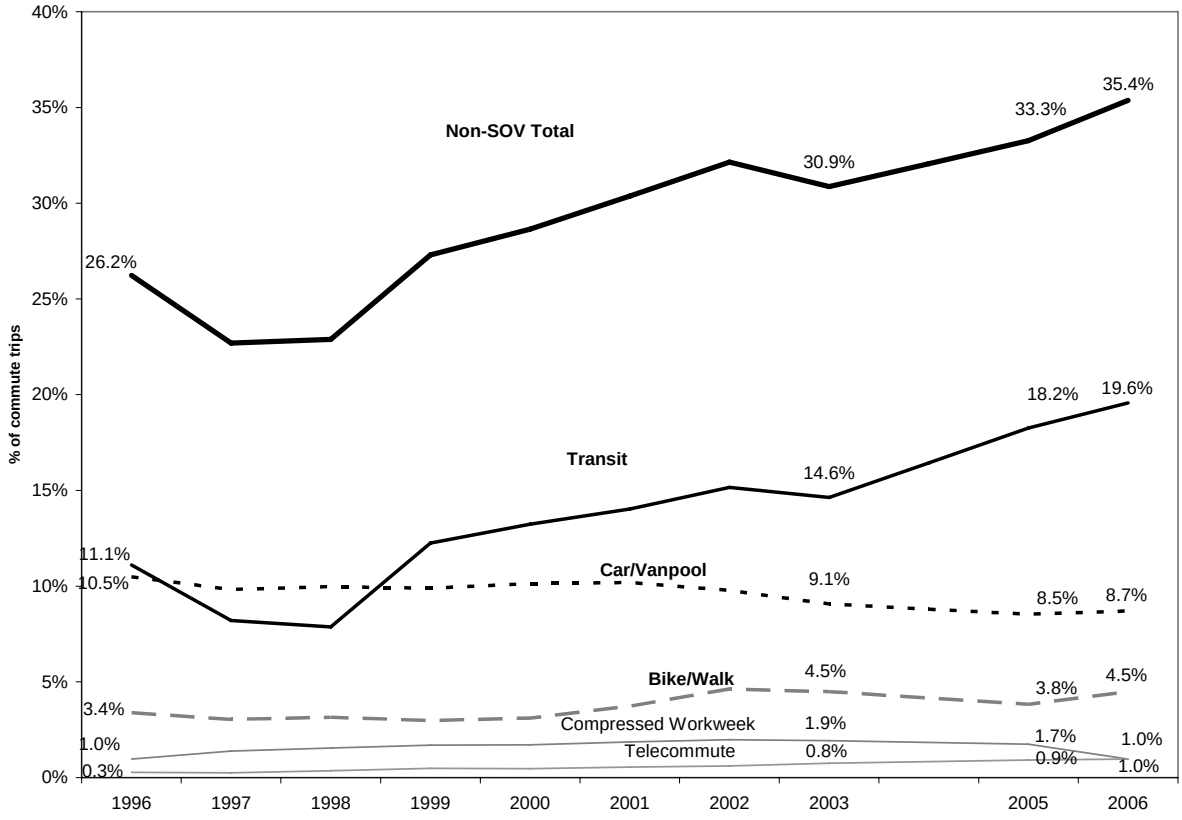
What was the level of satisfaction in the services?

Data on levels of satisfaction were not available for these programs in 2005-06.

To what extent did participants use travel options?

Data on the use of travel options in 2005-06 is available for the Employer Outreach program, CarpoolMatchNW, and the vanpool program. The Drive Less/Save More campaign had not been in effect long enough in 2005-06 to collect data on the use of travel options. Of the three programs with data, the most comprehensive and reliable source is the surveys of employees conducted at work sits participating in TriMet's Outreach program, presented below. Data from the other sources appears in the Appendices.

An increasing share of commute trips to work sites participating in TriMet's Employer Outreach program are being made by non-SOV modes (Figure 3). In 2006, over 35% of the commute trips were made in non-SOV modes, continuing a steady increase over the past decade. The steady decline in rates of carpooling and vanpooling ended in 2006. Rates of walking and bicycling were up slightly in 2006 compared to 2005.



Sources: 1996-2003 figures are from TriMet and were included in the 2003 RTO Report. 2005 and 2006 figures calculated using original employer survey data from TriMet, using two year average. 2006 data reflects surveys conducted from July 2004 through December 2006.

Figure 3: Non-SOV Commute Trips at worksites participating in the TriMet Employer Outreach program (1996-2006)

The U.S. Census is now conducting a new annual survey, the American Community Survey (ACS) throughout the country. The ACS includes questions previously used on the decennial

Census "long form," including regular commute mode. The 2005 commute data is available for the Portland-Vancouver metropolitan area. The data are not directly comparable to the employer-based survey data presented here for several reasons:

- The ACS asks how people normally commuted to work the previous week. Respondents can only choose one mode. The employee surveys ask about commute mode for each day of the previous work week and, therefore, represent all modes used for the week. This will capture popular part-time modes, such as compressed work week, telecommuting, and bicycling, that may not show up in the ACS.

- The ACS is a random survey of all people and the commute data includes all workers 16 and older. The employee data only includes people employed at large work sites that are either subject to the ECO Rules or participate in TriMet programs that require surveys (e.g. Universal Pass).

- The ACS data available now are based on where people live and includes Vancouver, WA, while the employee data is based on where people work and does not include Vancouver, WA work sites.

- The ACS includes taxicabs and "other" modes. The employee surveys do not have these options. The ACS also includes "work at home." Because the ACS asks about the normal mode, this probably does not include employees that telecommute one or two days a week. The employee surveys would capture the latter.

- The ACS is conducted year-round, while the employee surveys are more often conducted in the spring and summer. This difference may affect seasonal modes, such as walking and bicycling.

Despite these differences, a comparison to the 2005 ACS and 2000 Census data can be useful for at least two reasons. First, the comparison can show how commute modes at surveyed employment sites differ from the region as a whole. This may show, in part, the effectiveness of employer outreach programs. The differences can also be explained, in part, by differences in work site characteristics (including size and location) and survey methodology, as describe above. Second, the ACS data can be compared to previous Census data to show trends over time. These trends can be compared to trends in the employee data.

Table 2 presents this comparison of the 2000 Census, 2005 ACS and employee survey data for 2000 and 2005, omitting modes not consistent between the two surveys. Several differences are important to note. First are the differences in the mode shares for 2005. The employee surveys show much higher levels of transit use, 20.1% versus 6.7%. Some of this difference is undoubtedly due to the effectiveness of the TriMet employer outreach program from which the employee data is gathered. Without a survey of a control group of employers that do not participate in the outreach program, it is impossible to tell how much of the difference is due to the TriMet and other RTO programs and how much is due to differences in the sample (all workers vs. employees at certain work sites) and the methodology. In contrast, levels of carpooling are lower among the employee survey respondents. Applying the margin of error for the ACS indicates that the share of carpoolers could be 11.0-12.4%, still higher than the 8.9% found in the employee survey. Considering that the employee survey would capture part-time carpooling (e.g. one or two days a week) in addition to the full-time carpooling that the ACS

records, this difference is notable. The reason for the difference, however, is unclear. The share of employees walking and bicycling to work in the 2005-06 employee survey is comparable to the 2005 ACS. Overall, these comparisons indicate that the TriMet employer outreach program is probably increasing transit use above what happens throughout the region, but may not be affecting carpooling, walking, or bicycling rates significantly.

Second, the direction of changes between 2000 and 2005 is consistent between the Census and employee surveys. In both sets of data, the share of people driving alone and carpooling went down, while the share of people using transit, walking, and bicycling went up. The difference is in the *magnitude* of the changes. The employee survey data show much larger percentage increases in transit, walking and bicycling. The differences in *changes* in mode shares can not be explained as much by differences in survey methodology, since both sources use very similar methods in each of the years. This reinforces the point that the TriMet and RTO outreach activities are likely having a significant, positive influence on rates of transit use for commuting.

Table 2: Comparison of Census and Employee Survey Commute Data

	2000 Census	2005 ACS	% Change	2000 Employee	2005-06 Employee	% Change
Drive alone	77.3%	77.1%	-0.3%	72.9%	66.4%	-9%
Carpool	12.1	11.7	-3.3%	10.4	8.9	-14%
Transit	6.6	6.7	+1.2%	13.5	20.1	+49%
Walk & Bike	3.9	4.4	+12.8%	3.2	4.6	+45%
Total	100.0%	100.0%		100.0%	100.0%	

Notes: For this analysis, taxicab, work at home, and other modes are excluded from the Census and ACS data. Telecommuting and compressed work week are excluded from the employee data.

A significant share of the participants in the three active programs did use travel options for commuting, resulting in a reduction in VMT in 2005-06. The estimated outcomes are shown in Table 3. Readers are cautioned about making direct comparisons between the programs or adding the impacts together. Changes in travel modes made by people participating in a program may not all be caused by that program. For example, increases in gas prices, the ECO regulation, and improvements in transit service may also explain the changes. These other factors would have different effects on each of the programs. In addition, the effects of the programs overlap. For example, people who formed carpools through CarpoolMatchNW who work for employers that work with TriMet may be counted in both programs. Also note that the cost-effectiveness estimates (dollars per VMT reduced) use the RTO funding levels for the program for fiscal year 2005-06. These estimates should not be compared to ones found in analyses of similar types of programs which may include all funding sources. In addition, the estimates for TriMet Employer Outreach assume that outcomes measured in previous years were sustained in 2005-06, yet the program costs from those previous years are not included.

Table 3: Travel Outcomes of Regional Programs

	TriMet Employer Outreach	CarpoolMatchNW	Vanpool Program
Number of participants	168,000 at sites with surveys 202,000 at all sites	6,610 registrants	~118 per day
Estimated % of participants using non-SOV modes for commuting	35%	2-20% of 2005-06 registrants are in carpool formed via program	100%
Estimated VMT reduced in 2004-05[a]	37,192,000 (low) 39,382,000 (high)	160,000 (low) 2,525,000 (high)	783,300 (low) 979,100 (high)
RTO $/VMT reduced	$0.01[b]	$0.02 - 0.39	$0.16 – 0.19

[b]A portion of program outcomes measured here may be the result of other RTO programs, e.g. CarpoolMatchNW, TMA efforts, etc., and the ECO Rules

To what extent do the programs support the RTO Objectives?

The regional programs generally supported the RTO program objectives of reducing drive alone trips while encouraging alternative modes (Table 4). The programs were defined as regional in scope, thus supporting the RTO objective of regional coordination and communication. Except for DLSM, the programs were designed to focus on work trips and thus may only indirectly affect other trip types. Commuters that use non-SOV modes to get to work may use other modes for mid-day trips (e.g. to lunch). They may also be more inclined to use these modes for other purposes, if they have a TriMet Universal Pass, for example. Finally, CarpoolMatchNW added a component to allow matching for one-time trips, which are more likely to be non-commute trips.

Table 4: Regional Programs and RTO Objectives

	Collaborative Marketing (DriveLess/ SaveMore)	TriMet Employer Outreach	CarpoolMatchNW	Regional Vanpool Program
Reduce drive-alone trips and encourage alternative modes	Yes	Yes	Yes	Yes
Regional coordination and communication	Yes	Yes	Yes	Yes
Include all trips, not just commute trips	Yes	Indirectly	Indirectly	Indirectly
Connections to other goals:				
2040 centers and corridors	Indirectly	Indirectly	Indirectly	Indirectly
Transit-oriented development	Indirectly	Indirectly	No effect	No effect
TriMet transit investment	Yes	Yes	Unclear	No effect
Community health[a]	Yes	Yes	Unclear	Unclear
Air and water quality	Yes	Yes	Yes	Yes

[a]Community health in this context focuses on increasing physical activity. Health benefits from reducing pollution are accounted for under "Air and water quality."

Smaller area programs

Background

The RTO program supports seven programs that cover specific smaller geographic areas, six of which are transportation management associations (TMAs):

- SMART/Wilsonville Travel Options Program (including Walk Smart)
- Lloyd TMA (including Lloyd District pedestrian project)
- Swan Island TMA (vanpools included in regional program discussed above)
- Clackamas Regional Center TMA
- Gresham Regional Center TMA
- Westside Transportation Alliance (including Carefree Commuter Challenge)
- Troutdale Area TMA

These programs share many features, but also differ significantly. Of the TMAs, Lloyd TMA (LTMA) has been in existence the longest, since 1994. The LTMA is the only program that covers an area that does not have free parking. It also has the highest density of employment of the seven areas. Both the LTMA and Swan Island TMA cover areas where almost all of the land area is non-residential. For lack of a better definition, the WTA is defined in this analysis as all of Washington County within the urban growth boundary, which is primarily residential land. However, WTA focuses their activities in employment areas. The TMAs in Troutdale and Clackamas have specific boundaries, but still include a large share of residential land. This reflects the lower density nature of these areas.

Because of these differences in land uses and employment characteristics, direct comparisons between the programs are not always possible. Activities in some areas may not be appropriate for others. The effectiveness of programs will be influenced by characteristics of the area, including the price and availability of parking, the quality of the pedestrian and bicycle infrastructure, levels of transit service, types of land uses, and other urban design features.

What services were provided?

The level of activities and services provided by the programs in 2005-06 were very similar to those provided in 2004-05. As found in the *2004-05 Program Evaluation*, the activities varied significantly between the organizations. This reflects, in part, the differences in the level of maturity of the programs. The older programs tend to have more overall funding, as they have developed their membership and other sources of funds. Programs that have been in existence longer tended to have more objectives in the *Strategic Plan Work Plan* and the objectives were more specific and measurable. Several of the programs have experienced staff turnover that negatively affected activities, including WTA and the Clackamas Regional Center TMA.

What was the level of participation in the activities and services?

As in 2004-05, the level of monitoring of participation in program activities also varied significantly, usually in relationship to the maturity of the program and scope of services provided. For example, the Lloyd TMA keeps track of employers participating in the Universal Pass program, and the Swan Island TMA keeps counts of shuttle riders. In both programs, participation rates met or exceeded objectives in the *Strategic Plan Work Plan*.

WTA tracked the number of employers participating in the Carefree Commuter Challenge (112 with 53,500 employees). This represented a significant increase over the 2005 event (68 employers and 41,200 employees).

The *Strategic Plan Work Plan* projected membership levels for five of the TMAs. It appears that only Lloyd TMA met this target. Swan Island nearly met their target of 15 members.

What was the level of satisfaction in the services?

The programs did not provide any data on levels of satisfaction. Anecdotally, most of the programs indicated that satisfaction is growing among participating employers and organizations.

To what extent did participants use travel options?

Not all of the smaller programs collected data on the use of travel options. Of those that did, the use of travel options remained steady or increased over 2004-05:

- At Lloyd TMA employer work sites that offer the Universal Pass program, the share of commute trips made driving alone fell by 3.1 percentage points in 2006 compared to 2001, but by less than one-half of a percentage point over 2005. The drive alone rate has been about the same since 2003. In 2006, about 58% of the commute trips to these sites were made in non-SOV modes, about the same as in 2003 and 2005.

- Swan Island TMA employers saw a reduction in drive alone work trips of three percentage points in 2005-06 compared to 2004-05. About 27% of the commute trips made by employees surveyed are by non-SOV modes. Evening shuttle ridership increased from 59 to 64 trips per day.

- The WTA estimated that the Carefree Commuter Challenge (CCC) reduced VMT by about 521,700 in 2005-06.

- SMART's Walk Smart program included 972 participants that logged the equivalent of about 938,000 miles. About 11,500 of this was estimated to replace car trips.

Any attempt to estimate VMT reductions for the other programs would be questionable, because of the lack of data collected. Given the level and types of activities undertaken by the Gresham, Clackamas, and Troutdale TMAs, it is unlikely that significant VMT reduction or changes in non-SOV mode share occurred as a result.

To what extent do the programs support the RTO Objectives?

The programs generally supported the RTO program objectives.

Conclusions

Some key positive outputs and outcomes during 2005-06 include the following:

- Nearly 1,000 work sites with over 200,000 employees participated in the Employer Outreach Program.

- The non-SOV mode share for commute trips to sites working with TriMet was 35% in 2006, up from 33% in 2005 and 26% in 1996. Transit use accounted for most of this, increasing to nearly 20% in 2006, compared to 18% in 2005.

- The decline in carpooling and vanpooling subsided in 2006, with 8.7% of the commute trips at participating employment sites made in carpools and vanpools. This is, however, lower than the 10.5% rate in the first year of data, 1996.

- Rates of walking and bicycling were up in 2006 to 4.5%, following a recent decline since 2002 and an increase over the first year of data – 3.4% in 1996.

- Employers in downtown Portland that survey employees are close to meeting RTP modal targets of 70% non-SOV modes for commute trips (68%).

- The Metro DriveLess/SaveMore team staffed booths at 121 public events, engaging 6,400 people in conversation and handing out 8,500 DLSM notepads, decals and informational materials

- 2,700 people signed DLSM commitments to change their travel behavior. This represents over 40% of those people who engaged in conversation.

- About 6,610 people are registered on the CarpoolMatchNW website for carpool matching, 37% more than at the end of 2004-2005.

- CarpoolMatchNW implemented a process to purge the database of inactive registrants, which should improve the quality of the matches.

- Each day they operated, the vans had about 118 total riders or 6.7 per van. This is an increase from an average of 6.2 riders per van in 2004-05.

- The Vanpool program undertook specific actions to improve its cost-effectiveness and increase the number of vans operating in the region.

- TMAs and area programs continued targeted activities such Carefree Commuter Challenge, SMART's WalkSmart, and Swan Island TMAs' evening shuttle.

- Most programs implemented their specific output objectives. When objectives were not met it was often due to lower than expected funding or staff turnover during 2005-06.

Despite these positive outcomes, there are several findings that need to be addressed by the RTO program:

- Employers outside of downtown Portland and the Lloyd District have a long way to go to meet the RTP modal targets for 2040. Only about one-quarter of work trips to surveyed sites in the remaining area are made in non-SOV modes. The targets for 2040 range from 40% to 55%. However, it should be noted that a 25% non-SOV mode share is good for suburban areas with free and available parking. On the other hand, the employers in these areas that conduct surveys are likely to have higher non-SOV mode shares than those that do not survey, because they are more likely to offer trip reduction programs and incentives to employees.

- The vanpool program is not performing as projected and is significantly smaller in scope than programs found in other regions. The vanpools in the program are generally small. Seven of the 18 (28%) averaged five or fewer riders per day. While this is a significant improvement over the figures for 2004-05, many vans are undersubscribed. On average, the vans were at 59% of capacity. However, the lack of a high-occupancy vehicle (HOV) lane network eliminates one of the factors that help other regions build large vanpool programs – a significant time savings.

- CarpoolMatchNW program shortened the web-based surveys and removed questions about registrants' current commute mode and levels of satisfaction. Due to the changes, evaluating the program became more difficult for 2005-06. Those questions were added back into the surveys in Spring 2007.

- Some of the smaller TMAs may still be implementing programs that may not be consistent with the RTO objectives or that are not achieving measurable changes in the use of travel options

- Some of the programs do not have clear output objectives and many do not have clear quantified outcome objectives against which to measure progress. Some of the end outcome objectives that do exist were based upon what appear to be overly optimistic assumptions. Programs with no or a shorter track record were more likely to have unrealistic outcome projections.

- Not all of the programs are systematically tracking outcomes in a meaningful way.

- The success of many programs, particularly those focused on downtown and the Lloyd District are aided by parking pricing and supply constraints. Without such cost or time advantages for non-SOV modes (e.g. with HOV lanes), significant increases in non-SOV mode shares will be difficult to achieve in more suburban environments.

Several activities are underway that will help address many of these concerns:

- Metro made significant changes to the vanpool program in February 2007.

- The RTO Subcommittee adopted a new evaluation framework that will increase the level of monitoring by funding recipients and collect data through a regional survey.

- The RTO Subcommittee plans to develop a new strategic plan in the coming year.

Recommendations

For each of the recommendations made in the *2004-05 Program Evaluation,* the PSU CUS evaluation team notes the progress made:

- Though the time frame for the *5-Year Strategic Plan Work Plan* is not yet complete, RTO should, in a collaborative process, develop a new work plan that includes specific, quantified output and outcome objectives, using the categories in the framework presented above. The outcome objectives should be based upon the RTP modal targets and the new RTP update. They should push programs to increase the effectiveness of their activities in reducing SOV trips. Output objectives should clearly be consistent with the RTO objectives.

  Progress: This is planned to occur in 2007-08.

- RTO staff and the Subcommittee should work together to develop consistent and reasonable methods to track and measure outputs and outcomes.

  Progress: Completed by RTO Subcommittee in June 2007.

- RTO staff should work on developing consistent methods for converting data collected by programs to measures of effectiveness, such as VMT reduction, mode share, and new non-SOV participants. The methods will need to include assumptions similar to those employed in this evaluation, such as days per year and trips lengths.

Progress: RTO staff is working on obtaining standard numbers, such as trip lengths, and methods to use for calculating VMT reductions.

- Evaluation efforts should include outputs (activities/services provided), intermediate outcomes (participation and satisfaction), and end outcomes (actions).

  Progress: The RTO staff and Subcommittee have adopted this approach.

- Programs should collect data on participant's travel mode prior to making a change. This will allow the program to measure net benefits of the program, e.g. new people switching to non-SOV modes. The program should develop standard question wording to collect this information consistently.

  Progress: In 2007, RTO staff has added questions regarding previous commute mode to the CarpoolMatchNW site and a survey of vanpoolers.

- RTO staff should work at enabling data from different programs to be linked and made available to other program staff. For example, the CarpoolMatchNW website includes a list of employers. If those employers were identified in the database by the identification numbers used by TriMet in their database, both programs and RTO staff could better evaluate outcomes. For example, TriMet could track whether carpool registrations go up at sites where marketing programs were undertaken. Similarly, the employer survey data could be used by TMAs to help in their evaluation and programming efforts.

  Progress: RTO staff plans to make progress on this in 2007-08.

- RTO staff should approach TriMet to determine whether the automatic passenger counting and GPS systems on the transit vehicles would be useful in tracking program outcomes.

  Progress: The PSU CUS evaluation team explored this option while preparing this evaluation. We were prevented from pursing it very far due to a TriMet policy to not release the detailed passenger count data due to security concerns. TriMet recently rescinded that policy.

- Consider conducting an annual, regional survey of residents to track overall trends in mode share.

  Progress: The RTO Subcommittee adopted this recommendation in June 2007.

- RTO should require that programs collecting data as part of an RTO-funded project provide, upon request, the original data for independent analysis.

  Progress: RTO staff is pursuing this.

- The RTO program should collect data on all funding sources used by programs to implement the RTO projects to demonstrate whether the RTO funds leverage other sources and to develop more accurate estimates of cost-effectiveness.

  Progress: RTO hired a staff person that is focusing on budgets and expenditures. This person may be able to address this issue.

- Examine similar programs in other regions for new ideas. For example, some regional employer outreach programs award employers levels (e.g. platinum, gold, etc.) based upon their efforts at promoting alternative modes.

  Progress: The PSU CUS evaluation team has collected some of this information for Metro.

In addition to pursuing recommendations from last year, the RTO program should consider undertaking the evaluation-related activities listed below. Additional, more detailed, program-specific recommendations appear in the Appendices.

- Perform comprehensive evaluations, including interviews with program managers (as was done in for 2004-05) on a two-year cycle. Evaluate and monitor programs on an interim basis using quarterly basis, with standard reporting requirements.

- Require all funding recipients to provide original survey data upon request, to be used for independent evaluation. This requirement should be included in all funding agreements.

- Compare overall commute mode trends to annual American Community Survey (ACS) data.

- Work with DEQ to see if their database of employee surveys could be used as a control group for comparison to TriMet Employer Outreach program participants. The database may also provide data missing from the TriMet database.

Appendices

Appendix A: Collaborative Marketing Campaign

Program Background

According to the *Strategic Plan* Work Plan (p. 1)

> The RTO Collaborative Marketing Campaign is the number one priority for the next three years. The Campaign will work to coordinate all marketing and outreach efforts of the regional partners to create a broader public awareness of the travel options available to people travelling around the region. The regional Campaign will support the projects & messages currently being implemented by the partners and will be a clearinghouse of information that helps people learn about and access the options available to them.

The *Strategic Plan Work Plan* projected $491,000 in funding in 2005-06 for the Campaign. Actual funding included $58,000 from CMAQ and $1,040,000 in ODOT funds for the DriveLess/SaveMore campaign. The CMAQ funds were used for direct outreach activities, including staffing events to reach people in person, and contract management. The ODOT funds were used primarily for the larger media campaign, including television, radio, and print media, along with some outreach activities.

Evaluation

What activities were provided?

During 2005-06 Metro and ODOT launched the DriveLess/SaveMore (DLSM) campaign. During 2006, the Metro DLSM team staffed booths at 121 public events, including 78 farmer's markets, 15 concerts, and 15 transportation fairs.

What was the level of participation in the services?

Metro reports the following interim outcomes from the 121 public events:

- 291,000 people attended the events
- 6,400 people engaged in conversation with DLSM staff
- 8,500 DLSM notepads, decals and informational materials were distributed
- 3,700 informational materials were distributed for partners, such as CarpoolMatchNW and TriMet
- 2,700 people signed commitments to change their travel behavior. This represents over 40% of those people who engaged in conversation. 92% of the commitments were from people living within the Metro region or Vancouver.

What was the level of satisfaction with the services?

No direct measures of satisfaction were undertaken.

To what extent did participants use travel options?

The 2,700 people that signed commitment to change travel behavior indicated that they would make one or more of the following changes:

- 84% would trip chain
- 56% would use transit
- 40% would rideshare
- 49% would bicycle
- 64% would walk

As part of the larger ODOT-funded marketing program, PacWest, the contractor, conducted a random phone survey in spring 2007 to assess the effectiveness of the program. Those results are not yet available. The findings will help evaluate what share of the general public heard and remembered the message and whether they state that they changed their behavior.

How does this compare to the work plan in the 5-year Strategic Plan?

The DLSM activities are very consistent with the actions outlined in the Work Plan, including creating an RTO identity package, launching a two-year campaign, having an RTO booth at events, and soliciting radio, tv, and print ad media.

How does this compare to the RTP modal objectives?

Unable to measure outcomes yet.

To what extent does the program support the RTO objectives?

RTO Objective	Supportive?
Reduce drive-alone trips and encourage alternative modes	Yes.
Regional coordination and communication	Yes. The Campaign was coordinated through the RTO Subcommittee. Events were held throughout the region, with many of the commitments made by residents of suburban communities.
Include all trips, not just commute trips	Yes. The Campaign includes all trips and does not distinguish between commute trips and other trips.
Connections to other goals:	
2040 centers and corridors	Yes. Several of the events were held in centers.
Transit-oriented development	Indirectly
TriMet transit investment	Yes, to the extent that people use transit more in response to the campaign
Community health	Yes, to the extent that people increase physical activity by walking and biking more in response to the campaign
Air and water quality	Yes, to the extent that trips and VMT are reduced

Conclusions

During 2005-06, the Collaborative Marketing Campaign was launched under the DriveLess/SaveMore banner. It will reach its two-year mark in 2007. Metro's DLSM booths at events complement the larger marketing program by making personal contact with the region's residents. The program also brings together many of the RTO partners. Most of the events attended were beyond inner/downtown area of Portland. This is probably a good strategy, as these are the more challenging areas to get people to reduce their driving and are areas that are facing increasing growth and congestion. Metro staff kept track of the outputs and interim outcomes of these events.

Recommendations

The *2004-05 Program Evaluation* recommended that Metro measure the effectiveness of the campaign using random phone surveys. PSU CUS provided Metro with input on the follow-up survey questionnaire that was used in spring 2007 to measure program outcomes. Those results should be available soon. Additional recommendations are as follows:

- Metro should obtain the original survey data to perform additional analysis with the data, beyond what the program contractor will provide.
- Follow up with people signing commitments to change behavior, through email or other low-cost means. This can serve two purposes. The contact can assess whether the people did change behavior and how satisfied they were with the DLSM informational materials. It also serves to reinforce the message of changing behavior and provides another opportunity to provide information that may help make that change.

Appendix B: TriMet Employer Outreach

Program Background

TriMet has been working with employers since the 1980s to encourage increased transit use among employees. The program evolved when the State adopted its Employee Commute Options (ECO) Rules, which became effective in 1996. TriMet targets employers affected by ECO Rules, but will work with any interested employer. The program includes one-on-one assistance to employers, transportation coordinator training, transportation fairs, promotional events in the community, and publications and materials. In addition, TriMet works with employers to offer their Universal Pass program and other programs that provide transit passes to employees, sometimes subsidized by the employer.

Evaluation

Data Sources

TriMet provided their database of 1,282 employers who have participated in the past or are currently participating in the program and who have surveyed their employees. Of the 1,282 employers, 767 employers have worked with TriMet at some time during the past three years. This evaluation only includes those 767 employers for the purpose of assessing the effects of the TriMet Employer Outreach program, which is consistent with previous evaluations. The database included survey results for the most recent survey and a baseline survey, in addition to basic information about the employer and worksite. The average length of time between the baseline and latest survey was 5.4 years.

What services were provided?

TriMet provided a wide range of outreach services to employers, as shown in **Error! Reference source not found.** and listed below.

How does this compare to the 5-year Strategic Plan Work Plan?

With a few exceptions, TriMet met or exceeded their objectives. However, the targets in the Work Plan were set for each fiscal year, while the evaluation period covers 18 months from July 2005 to December 2006. The program met or exceeded the objectives for the following activities from the *Strategic Plan Work Plan*:

- Calls and correspondence (9,786 achieved vs. objective of 8,300)
- Support sites with ECO planning (631 vs. 425)
- Circulate quarterly newsletters (2,023 vs. 1,900)
- Distribute brochures (21,554 vs. 10,000)
- Conduct transportation fairs (123 fairs and 15,259 employees vs. 100 fairs and 10,000 employees)
- Distribute new employee kits (8,619 vs. 4,000)
- Host visits to employer website (2,941 vs. 1,000)
- Attend events (179 vs. 140)
- Maintain employees in emergency ride home program (76,000 vs. 74, 000)

The program did not reach the objectives in the *Strategic Plan Work Plan* in the following areas:

- Enroll sites in TDM program (977 sites and 202,151 employees vs. 964 sites and 235,000 employees)
- Face-to-face meetings (489 vs. 525)
- Provide sites with ECO survey assistance (423 vs. 500)
- Train transportation coordinators (The TC training program has been temporarily suspended.)
- Enroll transportation coordinators in incentive program (activity has discontinued because of ineffectiveness).

Table 5: 2004-06 TriMet Employer Outreach Activities

	2004-05 (12 months) Outputs & Outcomes	2005-06 (18 months) Outputs & Outcomes	2005-06 (12 month) Objective from Strategic Plan
Make calls/correspondence	12,919	9,986	8,300
Conduct face-to-face meetings	355	489	525
Enroll sites on a Transportation Demand Management program	977 worksites 210,000 employees	997 worksites 202,151 employees	964 sites 235,000 employees
Train Transportation Coordinator Representatives	33 attendees to trainings	The TC training program was temporarily suspended and is being reworked.	72
Enroll Transportation Coordinator Incentive Program Members	Determined ineffective in supporting goal	The program was discontinued.	390
Provide sites with ECO survey assistance	301	423	500
Support sites with ECO planning	542	631	425
Circulate quarterly "To Work" newsletters	2,138	2,023	1,900
Distribute employer/employee brochures	22,000*	21,554*	10,000
Conduct Transportation Fairs	95 (13,034 employees)	123 (15,259 employees)	100 (10,000 employees)
Distribute "New Employee Kits"	4,015	8,619	4,000
Host visits to Employer Website	2,682 total visits in Apr/May/Jun 2005	2,941 total visit in Oct/Nov/Dec 2006	1,000
Maintain Employees Emergency Ride Home/Guaranteed Ride Home Programs	70,000	76,000	74,000 eligible employees
Attend Chamber, Business Association, and TMA meetings and other events	162	179	140
Total Number of Employees Surveyed	102,327	87,524	189,000
Annual VMT Reduction	27,359,000-45,981,00	37,873,000-39,382,00	45,500,000
Program Cost (RTO funding, not including match)	$392,289	$337,000 (2005-06 FY)	$404,929
Cost per VMT Reduced	$0.01	$0.01	$0.009

Source: Unless otherwise noted, information is from report submitted by TriMet to Metro.
Notes from TriMet:
*New method that counts one-on-one interactions at Transportation Fairs and assumes 70% of visitors pick up literature, averaging 2.8 pieces each. These averages are based on experience working in the field and not on scientific study. This summary no longer includes the "To Work" newsletter (included under quarterly newsletter).

What was the level of participation in the services?

There are 767 worksites participating in the program with commute survey data and have worked with TriMet in the past three years. They represent 166,953 ECO-eligible employees[3]. All sizes of employers are participating in the program. Over one-quarter (29%) of the sites have 50 or fewer employees, which is below the ECO threshold in effect in 2005-06 (Table 6). However, these sites only represent three percent of the ECO-eligible employees. Nearly half of the ECO-eligible employees (47%) are at the 51 worksites with 500 or more employees. This is similar to the 2004-05 data.

The 767 sites with survey data represent 22% of the employers with 50 or more employees in the region (Table 7).

Table 6: Size of Worksites Participating in TriMet's Employer Outreach Program

# ECO-eligible employees	# sites		# ECO-eligible employees		
	#	**%**	**Total #**	**%**	**Cumulative %**
50 or fewer	220	29%	4,846	3%	3%
51-99	166	22%	12,068	7%	10%
100-199	191	25%	27,420	16%	26%
200-499	139	18%	43,543	26%	52%
500+	51	7%	79,076	47%	100%
Total	767	100%	166,953	100%	

[3] ECO-eligible employees refers to employees affected by the ECO rules: "The count of employees at a work site must include:
(1) Employees from all shifts, Monday through Friday, during a 24-hour period, averaged over a 12-month period;
(2) Employees on the employer's payroll for at least six consecutive months at one work site; and
(3) Part-time employees assigned to a work site 80 or more hours per 28-day-period; but
(4) Excludes volunteers, disabled employees (as defined under the Americans with Disabilities Act), employees working on a **non-scheduled work week,** and employees required to use a personal vehicle as a condition of employment."
(Source: OAR 340-242-0060 http://www.deq.state.or.us/nwr/ECO/ECO_Rules.pdf)

Table 7: Estimated Participation Rate for Employers in the 3-County Area

Size of employer	Employers in 3-County area[a]	Worksites in TriMet's Outreach Program	
		Sites with survey data	Estimated Participation Rate[b]
up to 50	44,627	220	< 1%
50 or more[c]	2,560	547	21%
50-99[c]	1,472	166	*11%*
100-499	982	330	*34%*
500+	106	51	*48%*
Total	47,187	767	

[a]Data from Census County Business Patterns, 2004. The data includes employers in Multnomah, Clackamas, and Washington Counties, which will include some employers outside of Metro and the TriMet service area.
[b]This is an *estimate for comparative purposes only*. The number of employees working for an employer, as reported by the Census, is not always the same as the number of employees at a worksite, the number used to categorize participating employers. Employers with multiple worksites may be represented once in the Census data with all employees, but multiple times in the TriMet data, for each site.
[c]The Census data divided employers in categories of 1-49 and 50-99, etc. For the analysis of the TriMet data, the categories were made as 1-50 and 51 and higher to be consistent with the ECO Rules.

What was the level of satisfaction with the services?

Data was not available on levels of satisfaction with the services, either the employers or employees.

To what extent did participants use travel options?

About one-third of the commute trips made by ECO-eligible employees to the worksites surveyed are made in non-single occupant vehicle (non-SOV) modes (Table 8). The share of trips made driving alone was 67.0%, compared to 74.1% in the baseline surveys.[4] Transit use and walking/bicycling went up. The share of trips made in carpools and vanpools fell. There were increases in the use of compressed work week schedules and telecommuting, which eliminates a commute trip altogether. The figures in Table 8 differ from those in Figure 3; Figure 3 is based on a two-year rolling average, using only surveys conducted in the year indicated and the previous year. Table 8 includes all follow-up survey results, no matter how old the data are. This was done to be consistent with previous evaluations.

[4] The dates of the baseline surveys vary, depending upon when the worksite started working with TriMet.

Table 8: Commute Trip Mode Share for TriMet Employer Outreach Participant Worksites

Mode	% of weekday commute trips[a]			
	Baseline survey	**Most recent survey**	**Percentage point change over baseline**	**2004-05 change over baseline[b]**
Drive Alone	72.2%	67.0%	-5.2	-5.9
Transit	12.7	17.6	+4.9	+5.6
Carpool/Vanpool	9.7	8.6	-1.0	-1.0
Walk/Bike	3.9	4.2	+0.3	+0.2
Compressed work week	1.2	1.4	+0.2	+0.3
Telecommute	0.3	1.1	+0.8	+0.5
Total	100.0%	100.0%		
# work sites	767	767		814

[a] The survey collects data on commute trips for each weekday for an entire week. The data in the table are based on the sum of all commute trips made by employees at surveyed sites, not an site average.
[b] Note that the baseline is different for the 2004-05 data, because set of employers included differ.

The age of the follow-up survey data should be examined further. For 32% of the sites, representing 37% of the employees surveyed, the latest follow-up survey was conducted before July 2004 (Table 9). The lack of a more recent survey may indicate that the employer is less active in implementing its trip reduction program, which could lead to an increase in SOV commuting. On the other hand, the site is only included in this analysis if they have been in contact with TriMet during the past three years. This indicates that they are still maintaining some level of effort.

There are valid reasons for not having more recent survey data. Some sites are not required to survey under the ECO Rules because of their size or location (e.g. downtown). However, of those with 101 or more employees (the new threshold for employers affected by the ECO Rules), 35% have follow-up surveys conducted before July 2004 (Table 9). Moreover, of the large (101+) sites outside of downtown Portland and the Lloyd District, 34% have follow-up surveys conducted before July 2004. Therefore, the lack of ECO requirements does not appear to explain the old survey data.

Table 9: Employers by Latest Survey Date

Follow-up Survey Year	Worksites		Employees		Worksites with 101+ ECO Eligible Employees	
	Number	Percent	Number	Percent	Number	Percent
Before July 02	118	15%	36,263	22%	60	16%
2002-03	54	7%	10,137	6%	31	8%
2003-04	74	10%	14,996	9%	42	11%
2004-05	284	37%	54,290	33%	127	34%
2005-06	156	20%	38,220	23%	79	21%
After July 06	81	11%	13,047	8%	36	10%
Total	767	100%	166,953	100%	375	100%

The age of the survey data is a problem in the evaluation if there is a relationship between not having survey data and program implementation. As noted above, the lack of survey activity could indicate the lack of an active trip reduction program and an increase in the rate of driving alone. However, an examination of the mode shares by the date of the most recent survey indicates that this is not the case. Figure 4 shows the mean share of employees driving alone to work, along with a 95% confidence interval by the year of the latest survey. Since 2002-03, average drive alone rates have fallen each survey year, while surveys conducted before July 2002 were about the same as those in 2005-06.

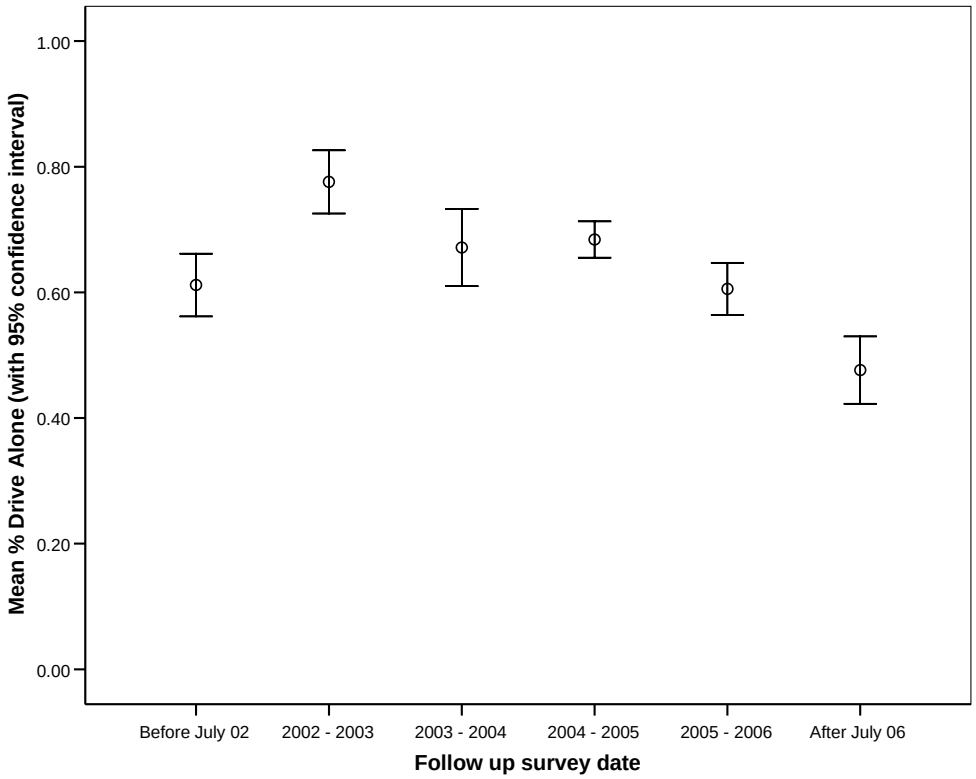


Figure 4: Drive Alone Rate and Latest Survey Date

The estimated annual VMT reduction for the program is between 37,873,000 and 39,382,000. This estimate used the change in mode shares in Table 8 for the 767 worksites in the database applied to the current number of employees, and methods consistent with the *2004-05 Program Evaluation.* The high estimate is lower than last year's high estimate for two main reasons. First, the number of worksites included is lower (767 vs. 814), so fewer total trips were effected. Second, the baseline drive alone rate was lower for the sites this year (72.2% vs. 74.1%). This also reduced the number of trips reduced.

This calculation used the following explicit assumptions, consistent with the *2004-05 Program Evaluation*:

- Average one-way commute distance of 8.45 miles (based upon Metro travel demand model)
- Same mode used to travel to work (from survey) was used to travel home
- 251 (low) or 261 (high) work days per year
- Survey non-respondents commute the same as respondents

The *2004-05 Program Evaluation* made two additional adjustments to create a low estimate. First, there was an assumption that at sites with old surveys, the effectiveness of the trip reduction programs declined since that survey. The analysis above does not support applying such an assumption. Second, the low estimate assumed that 70% of the VMT reduction is related to the program and 30% is due to other factors. Without this adjustment, the VMT reduction

estimate assumes that all of the mode shift measured by the surveys is due to the Employer Outreach program. In reality, some of the improvement may be due to other factors, such as improvements in transit service, other RTO programs, changes in gas prices, and the ECO Rules. The 70%/30% split was somewhat arbitrary, related to differences in mode shift from the 1990 and 2000 Census. Making an adjustment that recognizes that the change in modes is not *entirely* attributable to the Employer Outreach program is very reasonable. However, without a control group of employers who do not participate in the program, it is difficult to accurately estimate the share of improvement that should be assigned to the program. The PSU evaluation team did have access to data from employers reporting survey results to DEQ. Of these, there were 376 that did not work with TriMet that had baseline and follow-up survey data. Using the baseline and current "auto trip rates" reported by DEQ and the current number of employees, those sites reduced total vehicle trips by 5.5%. This compares to a 7.6% reduction for the TriMet program sites. If the DEQ-only sites were considered a control group, this would indicate that a majority (72%) of the VMT reduction could be due to factors other than the Employer Outreach program. If this assumption was applied to the low estimate, the annual VMT reduction would be 10,678,000 and the cost per VMT reduced would be about $0.03, rather than $0.01. However, without more information about the DEQ data, the PSU evaluation team is not confident in this adjustment. For example, there is a chance that some of the DEQ sites do work with TriMet.

Most of the sites experienced an increase in transit use and a decline in drive alone rates.[5] Overall, 63% of the worksites experienced an increase in the share of work trips made on transit (Table 10). This is slightly more than in 2004-05 (60%). The largest worksites (500 or more employees) were most likely to see an increase in transit use and decline in the drive alone rate. The declining trend in the drive alone rate has intensified since the last evaluation. The overall percentage of sites with declining drive alone rate has increased from 2004-05 by 10 percentage points, from 51% to 61%.

Table 10: Change in Mode Share by Worksite Size

# ECO-eligible employees	Transit Mode Share		Drive alone Mode Share	
	% of sites with decline	**% of sites with increase**	**% of sites with decline**	**% of sites with increase**
50 or fewer	35%	57%	55%	39%
51-99	30	61	58	37
100-199	29	65	64	31
200-499	28	65	64	35
500+	18	73	71	27
All sites	30%	63%	61%	35%

[5] If the mode share increased or decreased by one-half of a percentage point (0.5%) or more, that was considered a change. Mode shares that changed by less than one-half of a percentage point were categorized as not changing.

How does this compare to the work plan in the 5-year Strategic Plan?

The *Strategic Plan Work Plan* projected an annual VMT reduction of 45,500,000 in 2005-06. The program probably did not meet that projection. The primary reason is a difference in the number of sites included in the survey data. The *Strategic Plan* projected that 964 sites would be affected, including 189,000 surveyed employees. The VMT estimate made here includes 767 sites with about 167,000 surveyed employees. TriMet reported enrolling 997 work sites in a TDM program, though there is only survey data for 767 sites that had contact with TriMet within the past three years. This evaluation does not attempt to assess program change at the sites without survey data.

How does this compare to the RTP modal objectives?

The *2004 Regional Transportation Plan* sets modal targets (to be met by the year 2040) for three categories of areas in the region. For regional centers, town centers, main streets, station communities and corridors the non-SOV modal target for all trips to and within those areas is 45-55%. The target for the central city is 60-70%. For other areas the target is 40-45%. Almost one-third of the worksites (32%) meet the non-SOV modal target of 45%. This is an increase over last year, when 30% of the sites working with TriMet met the 45% non-SOV modal target.

Table 11: Distribution of TriMet Employer Outreach Participant Worksites by Non-SOV Mode Share

Non-SOV mode share	% of worksites	% of ECO-eligible employees	% of worksites in downtown Portland	% of worksites in Lloyd District[a]	% of other worksites
45.0% & higher	32%	25%	89%	70%	12%
35% - 44.9%	9	7	5%	12%	10%
25% - 34.9%	12	17	3%	12%	14%
15% - 24.9%	22	32	3%	5%	30%
Under 15%	25	18	1%	0%	33%
Total	100%	100%	100%	100%	100%
n	767	166,953	151	57	559

[a]This data may not be consistent with data from the Lloyd TMA.

To what extent does the program support the RTO objectives?

RTO Objective	Supportive?
Reduce drive-alone trips and encourage alternative modes	Yes. The program's primary objective is to reduce SOV commuting. Some of the data indicate that the program has encouraged transit use more so than carpooling and other non-SOV modes.
Regional coordination and communication	Yes. The program is regional by definition.
Include all trips, not just commute trips	Indirectly. The program focuses on commute trips. To the extent that employees try other modes for commuting, they may be open to using other modes for other trip purposes.
Connections to other goals:	
2040 centers and corridors	Indirectly
Transit-oriented development	Indirectly
TriMet transit investment	Yes. The largest shift to non-SOV modes was to transit.
Community health	Yes. Walking and bicycling commuting increased slightly at the worksites. Employees using transit may walk to access transit.
Air and water quality	Yes, to the extent that trips and VMT are reduced

Conclusions

The Employer Outreach Program has helped increase rates of non-SOV commuting in the region. Employers with survey data showed significant increases in transit commuting and modest gains in walking, bicycling, compressed work week, and telecommuting. However, there was a decline in car/vanpooling. This evaluation points out the difficulty in trying to attribute changes in commute modes to any one program. While vehicle trips to worksites participating in the program fell 7.6% compared to their baseline surveys, trips fell by 5.5% at sites reporting to the DEQ that were not in the TriMet database as recent participants in the program. In addition to the Employer Outreach Program, changes in non-SOV commuting could be due to the ECO Rules, improvements in transit service, increases in gas prices, and other RTO programs.

Recommendations

- Effort should be made to collect updated survey data from employers with surveys over three years old.
- Evaluate the employee survey questionnaire to identify what additional information could be collected. For example, collecting the employee's nearest intersection, rather than just home zip code, could provide better information on commute distance and mode choices.
- Collect data from employers participating in the program regarding their satisfaction with the services provided.
- Work with DEQ to use their data to compare sites working with TriMet versus sites not working with TriMet.
- Compare trends to annual American Community Survey (ACS) data.

Appendix C: Regional Vanpool Program

Program Background

In the Metro region vanpools have been used in two ways to provide travel options: (1) "traditional" vanpools where employees at a worksite commute together in a van from a pick-up location to/from work each day; and (2) vanpools that operate as shuttles between a MAX light rail station and a worksite. At the start of the *Strategic Plan* Work Plan in 2003, TriMet operated six vanpool shuttles and two traditional vanpools. C-TRAN operated nine traditional vanpools and one shuttle. In 2004-05, TriMet ran the regional vanpool program with CMAQ funding. Rider fares covered 30-35% of the vanpool costs for most traditional vanpools and shuttles were fully subsidized. Since then, vanpool shuttles have shifted to other sources of TriMet funding and are not evaluated here. TriMet continued to run the vanpool program under contract from Metro in the 2005-06 fiscal year. The program is now run by Metro. In 2006, Metro released a Request for Proposals (RFP) to establish a list of approved vanpool providers. Three approved vanpool providers operate in the region: Enterprise Rent-a-Car, Flexcar and VPSI.

Evaluation

Data Sources

Metro provided a spreadsheet with 2006 data on each vanpool, including operating dates, ridership, roundtrip mileage, and costs. Metro also provided a report on the Financial Assessment Study conducted by Siegel Consulting in 2006.

What services were provided?

During 2006 18 vanpools received funding through CMAQ (Table 12).

Table 12: Traditional Vanpools Operating in 2006

Provider	Destination	Origin	Capacity	Months of 2006 data	One-way mileage:	Avg. daily ridership:	Avg. ridership to capacity:
ERAC	Swan Island	Orchards, WA	12	12	14.3	5.6	51%
ERAC	Swan Island	Battleground, WA	7	12	23.4	6.4	84%
ERAC	Swan Island	Vancouver, WA	7	12	7.5	3.8	60%
ERAC	Swan Island	Hazel Dell, WA	7	12	10	4.7	68%
FlexCar	Swan Island	Washougal	7	12	23.3	4.8	64%
VPSI	VA Medical Center	Washougal, WA	15	6	30	9.7	32%
ERAC	SE Portland (Fred Meyer)	Salem	15	12	35	6.7	44%
Flexcar	VA Medical Center	Vancouver, WA	7	9	16	4.8	75%
FlexCar	Intel	Vancouver	7	12	22.7	4.9	70%
VPSI	VA Medical Center	Vancouver, WA	15	6	11.4	9.1	61%
VPSI	Tigard (Farmers Ins.)	Vancouver, WA	15	6	18	6.9	46%
VPSI	Tigard (Farmers Ins.)	Vancouver, WA	15	6	18	4.8	32%
VPSI	Tigard (Farmers Ins.)	Vancouver, WA	15	6	18	5.9	39%
VPSI	SE Portland (Fred Meyer)	Vancouver, WA	15	6	15	11.1	74%
VPSI	Hillsboro (Intel)	Keizer	15	6	51	4.8	32%
VPSI	OHSU/VA Medical Center	Salem	12	6	46	7.8	65%
VPSI	Tektronix (Beaverton)	Vancouver, WA	15	3	20	9.1	61%
VPSI	Tigard (Farmers Ins.)	Vancouver, WA	9	6	20	7.0	98%
				Average	22.2	6.5	59%

* Has been discontinued at the end of 2006

How does this compare to the 5-year Strategic Plan Work Plan?

The 18 traditional vanpools is an increase of 16 over the start of the *Strategic Plan Work Plan* in 2003. This is below the objective of creating 30 new vanpools. The funding level in 2005-06 was also lower than planned for in the *Strategic Plan Work Plan*. The *Plan* anticipated $221,560 for subsidizing vanpools, while $151,000 was provided.

What was the level of participation in the services?

The 18 traditional vanpools averaged a total of 118 riders per day. On average, the vans were 59% full (the ratio of average ridership to capacity).[6]

What was the level of satisfaction with the services?

There is no data on the level of satisfaction with the vanpool services.

To what extent did participants use travel options?

Each day they operated, the vans had about 118 total riders. The vanpools in the program are generally small. Seven of the 18 (28%) averaged five or fewer riders per day (Table 13). This is a significant improvement over the figures for 2004-05. Still, based on the capacity of the vans, many are undersubscribed. On average, the vans were at 59% of capacity.

[6] Calculated by dividing the average number of riders per month by the van's capacity. Metro also calculates this figure using the total number of riders. This method can overstate use if vans have part-time riders. In an extreme example, a seven passenger van could have 14 half-time riders, operating at 100% of capacity. Calculating the ridership/capacity ratio using the total riders in this example would result in a figure of 200%.

Table 13: Vanpool Size

Average number of riders	2004-05	2006
5 of fewer	50%	28%
6-8	35	39
9-11	10	22
12 or more	5	0
Total	100%	100%
# vanpools	20	18

The estimated number of trips and vehicle miles reduced due to the traditional vanpools is shown in Table 14. The estimates use a high (optimistic) and low (conservative) assumption for the share of riders that would have driven alone without the vanpool. In addition, for several of the vanpools, data only covered July-December 2006, even though the van operated for the full year. For these vans, it was assumed that the van operated with the same characteristics and ridership levels in January-June 2006. Otherwise, the calculation is based on the actual data for each van, without any further assumptions. The annual VMT reduction in 2006 was between 783,300 (low estimate) and 979,100 (high estimate).

Table 14: Estimated VMT Reduction for Traditional Vanpools in 2006

Item used to calculate estimate	Source	Low	High
Commute trips and VMT reduced			
Average number of rides per day	Vanpool data	4 – 11 (specific to vanpool, 6.5 average)	4 – 11 (specific to vanpool, 6.5 average)
Length of vanpool trip (roundtrip)	Vanpool data	15 – 102 miles (specific to vanpool, 44.4 average)	15 – 102 miles (specific to vanpool, 44.4 average)
% of vanpool commute trips that would have been made driving alone instead of vanpool	Assumption	80%	100%
Annual trips reduced	Calculated assuming 12 months of operation in 2006	10,900	13,600
Program costs			
Subsidy (CMAQ and TriMet match)	Calculated from vanpool subsidy data	$152,000	$152,000
Estimated VMT reduction in 2006		**783,300**	**979,100**
Cost-effectiveness		**$0.19/mile**	**$0.16/mile**

Notes: Estimates of annual trip and VMT reduction rounded to nearest 100.
The VMT estimates do not include miles that might be driven by each rider to access the park-and-ride location where many vans originate. It is assumed that if the vanpool did not exist, about the same number of miles would be driven to access a transit stop or carpool pick-up point or as part of the drive all the way to work.

How does this compare to the work plan in the 5-year Strategic Plan?

The number of trips and VMT reduced is significantly lower than projected in the *Strategic Plan* Work Plan. This is primarily due to two factors: (1) far fewer vanpools operating; and (2) the Work Plan assumed 90 miles round trip mileage per vanpool. This is about twice the actual average.

How does this compare to the RTP modal objectives?

Not applicable.

To what extent does the program support the RTO objectives?

RTO Objective	Supportive?
Reduce drive-alone trips and encourage alternative modes	Yes. The program's primary objective is to reduce SOV commuting.
Regional coordination and communication	Yes. The program is regional by definition.
Include all trips, not just commute trips	Indirectly. The vanpool program focuses on commute trips. However, traditional vanpool and shuttle riders may then use other modes for mid-day trips, e.g. walking to lunch rather than driving. The program may also enable some riders to avoid owning an additional personal vehicle, which could affect non-commute trips.
Connections to other goals:	
2040 centers and corridors	Indirectly. Some vans go to employers located within centers.
Transit-oriented development	No effect
TriMet transit investment	No effect
Community health	Unclear. The program may have a small impact on encouraging walking, in that vanpool riders can not drive personal vehicles to lunch or other errands during the day.
Air and water quality	Yes, to the extent that trips and VMT are reduced

Conclusions

The program clearly supports the objective of reducing drive alone trips and encouraging alternative modes. However, the overall impact of the program is currently very small. The program has not expanded significantly over the past two years in part because it was conducting a market analysis, as called for in the *Strategic Plan Work Plan*. The resulting document, *Rideshare Program Market Research and Implementation Plan* (August 2005), prepared by UrbanTrans Consultants, Inc. provided an in depth analysis of which markets could be targeted to increase the program. Seigel Consulting prepared a Vanpool Program Financial Assessment Study to assess the cost effectiveness of the program by comparing the cost per ride and cost per passenger mile to other programs. The report was submitted to Metro in December 2006 and recommended expanding the vanpool program and reducing the public incentives to ensure that the public incentives to be no more than fifty percent of total cost. Metro staff is now working to implement many of the recommendations from that analysis, with major changes going into

effect in February 2007. In particular, Metro aims to increase the share of van costs covered by rider fares. Now that the contracting and financial aspects of the program have been addressed, Metro is working to increase the number of vanpools.

Recommendations

Metro staff is starting to address several of the evaluation recommendations from the *2004-05 Program Evaluation*, including surveys of vanpool riders to gather information about previous commute mode. Staff is also examining the use of odometer readings to calculate mileage, rather than the estimates of roundtrip mileage. This 2004-05 recommendation was more important for the vanpool shuttles, though it was included for both types of vanpools. Finally, the *2004-05 Program Evaluation* recommended that Metro survey program participants on satisfaction with program. For example, RIDES for Bay Area Commuters has conducted surveys of vanpool drivers to assess their levels of satisfaction, along with collecting data on vanpool characteristics. Because the survey Metro is administering is collected by the driver of the van and passed on through the vanpool provider, staff felt that that survey might not result in completely accurate responses. Staff is exploring other options. One option would be to include a postage-paid envelope for returning the survey. Given the small scale of the program, the cost for this would be minimal.

Appendix D: CarpoolMatchNW

Background

CarpoolMatchNW.org is a self-serve Internet based service that links riders and drivers. The program allows registered users to enter relevant information about their commute (e.g. destinations and travel times), then view a map which displays the locations of other registered users who share their commute. The program was initiated in 2001 by the City of Portland, with help from a grant from the Climate Trust Fund. The site started in 2002. The City's Department of Transportation (PDOT) continues to operate the website. Initially, customer service for the program was provided by a staff person at TriMet. That responsibility was shifted to PDOT and then moved to Metro in 2006-07.

Evaluation

Data Sources

In addition to reports describing activities taken place during 2005-2006, the City provided the raw data from the surveys conducted of people registered with CarpoolMatchNW. The database included 6,610 people who registered with the website before December 2006, covering four years and six months (July 2002 – December 2006). This does not include registrants that were purged from the database prior to December 2006. There were also data for registrants for partial years before July 2002 (March through June 2002) and after 2007 (March 2007). Unless otherwise noted, any data presented below regarding registrants of the CarpoolMatchNW website is from our analysis of this database and includes registrants from March 2002 through December 2006 (end of the 2005-06 evaluation period).

CarpoolMatchNW sends follow-up surveys to registrants after 30 days and every six months after the initial survey.[7] Since the *2004-05 Program Evaluation*, CarpoolMatchNW revised the survey questionnaires. They shortened the surveys by removing questions about the level of satisfaction with the program, current commute modes, and socio-demographics of the participants.[8] About 20% of the registrants responded to the 30-day survey and 15% to the semiannual surveys.

The City of Portland also provided a report they submitted to the Climate Trust in August 1, 2006 about the program.

What services were provided?

The City of Portland operated and maintained the CarpoolMatchNW website in 2005-06. As recommended in the *2004-05 Program Evaluation* the City of Portland began purging inactive accounts in May 2006. This includes contacting the registrants with e-mail addresses that "bounced back" when automatic surveys were sent. Registrants that could no longer be contacted were deleted from the CarpoolMatchNW system. Purge rates in December 2006 and after have been at 40 to 80 people per month.

[7] The first survey has since been changed to occur 15 days after registration.
[8] Questions about satisfaction and current commute modes were added back in to the surveys in Spring 2007.

The program also undertook significant outreach and marketing activities. Metro began distributing CarpoolMatchNW marketing materials at the DriveLess/SaveMore (DLSM) campaign booths. Metro set up DLSM booths at farmer's markets, fairs and community events, and employer transit and safety fairs in the region. According to CarpoolMatchNW staff, marketing CarpoolMatchNW along with DLSM has particularly reached commuters living in the suburbs. They estimate that between July and December of 2006, hundreds of people became acquainted with the program in this way. In October 2006, CarpoolMatchNW administrator with the City of Portland drafted Regional Rideshare 2007-2008 Marketing Plan which includes components to support CarpoolMatchNW. One of these is a prize program designed to reward regular carpoolers, as well as vanpoolers who as part of the Metro VanPool program. The prize program began in January of 2007.

How does this compare to the *Strategic Plan Work Plan* for 2005-06?

For the most part, the program was able to achieve their *Strategic Plan Work Plan* technical and customer service objectives. They did reach the number of registrants indicated (discussed below).

Table 15: 2004-05 CarpoolMatchNW Activities

	Objective	2004-05 Outputs & Outcomes	2005-06 Outputs & Outcomes
From 5-Year Strategic Plan			
Technical			
Project management, site maintenance, monitoring & verification	Ensure site runs well and is accessible	Staff turnover may have disrupted. Various technical problems solved. Partnership with C-TRAN in limbo because of funding cuts.	Met objectives. Fixed many issues identified in previous year.
Site improvements: one-time trip component, improving administrative tools, translation, etc.		One-time trip component added. Intranet option added for matching within employers. Translation not added because of unknown status of regional program.	Survey questions were changed. Also the interval of the initial survey was changed to 15 days to 30 days. Began to purge inactive registrants
Customer service	Keep database current and maintain existing 1,700 users	Customer service staff person housed at TriMet during 2004-05	Exceeded objectives. Over 6,000 users, even after active purging process.
Outreach and Marketing			
One-to-one outreach, e.g. transportation coordinator campaigns, t-fairs, promotions to users, outreach to magnet schools	2,630 registrants	Cool to Carpool outreach in February 2005, including 85 companies. Worked with 3 companies in Rivergate area.	Partnership with Drive Less/Save More campaign started in July 2006
General public marketing, e.g. bus backs, drive time sponsorships, promoting translated site	5 major sponsors 2.5 million impressions 800,000 people driving alone	Partnership with KISN FM in summer 2004.	
Partnership development	500+ registrants	Unclear what was intended in work plan.	
RTO funding	$345,520	$60,000	$61,125
Program impact	1,059 new carpools 1,800 trips/day reduced 11,224,080 annual VMT reduction		32-301 new carpools in 2005-06 See Table 19
Cost/VMT reduced	$0.03		See Table 19

What was the level of participation in the services?

The database includes 1,655 people that registered at the site in 2005-06. By December 2006, there were about 6,600 people registered in the database provided to PSU CUS. The City of Portland staff indicated that 7,100 people were registered at the site in December 2006. The

number of active participants in the database provided to PSU CUS was 38 percent higher than that provided for the *2004-05 Program Evaluation* (4,780).

The *Strategic Plan Work Plan* set objectives of maintaining 1,700 users, adding 2,630 registrants through marketing and adding 500 registrants through partnership development. This was achieved by the end of June 2005 during the last evaluation period. The number of people registering each month exceeded 100 in most months during the 2005-06 evaluation period (Figure 5). The Cool to Carpool marketing campaign held in February of 2004 and 2005 generated a significant number of registrants.

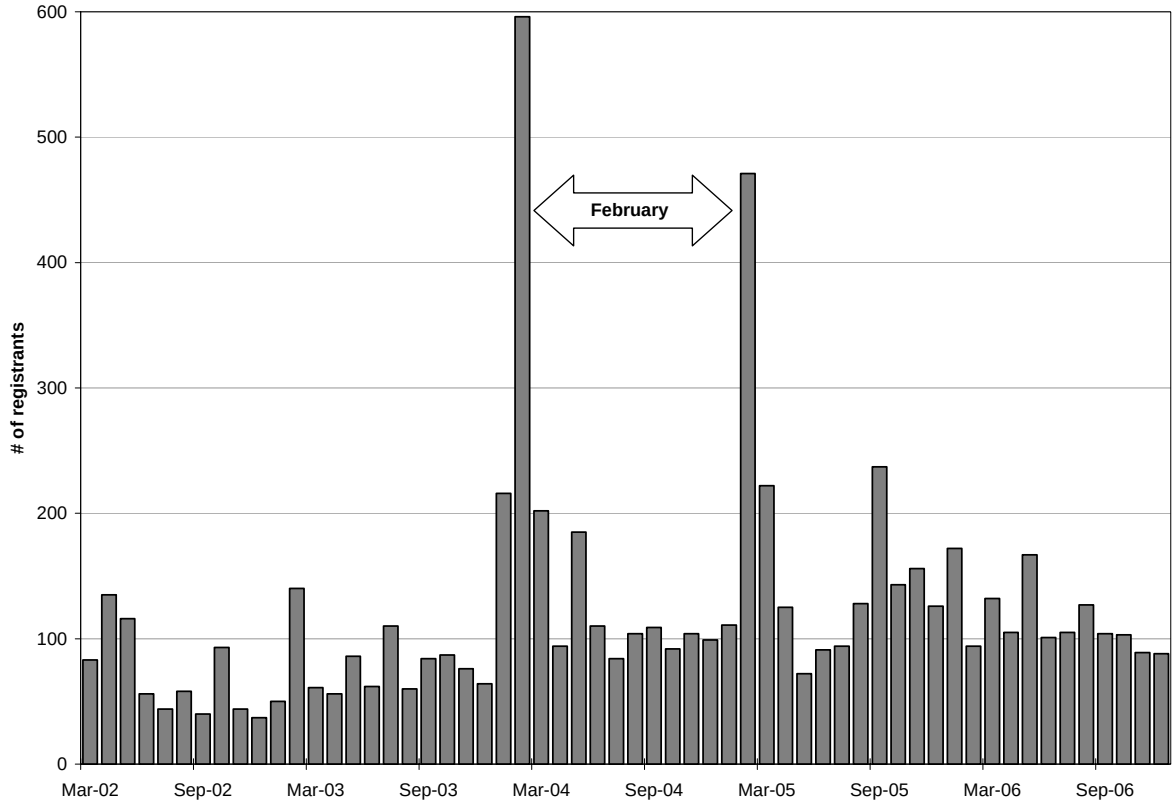


Figure 5: Monthly Registrants on CarpoolMatchNW Website

What was the level of satisfaction with the services?

In previous years, the semiannual survey asked registrants for the level of satisfaction with five aspects of the program. Because those questions were not included in the new survey, the level of satisfaction is unknown. The *2004-05 Program Evaluation* found that satisfaction levels increased over time, with 2004-05 registrants giving the service the highest rating, compared to the previous two years. The lowest levels of satisfaction were with the quality of matches. Half (50%) of the registrants from 2004-05 rated the quality of matches as excellent, compared to 47% of registrants from 2002-03. The improvement probably reflected the increasing size of the database. Given the increasing size of the database and recent efforts to purge it of inactive registrants, there is reason to expect that levels of satisfaction, particularly with the quality of the matches, increased in 2005-06.

To what extent did participants use travel options?

Overall, about 20% of the survey respondents indicated that they were in a carpool or vanpool formed at CarpoolMatchNW. The rates differ between registration years and between the 30 day and semiannual survey (Table 17). In the entire database, about 20% of the registrants responded to the 30 day survey and 15% responded to a semi-annual survey. Given the relatively low rates, the responses may be biased towards people who were genuinely interested in forming a carpool and those that succeeded. Overall rates of forming carpools among the entire database are likely lower.

Table 16: CarpoolMatchNW Registrants that Form Carpools/Vanpools

Registration Year	Are you in a carpool or vanpool formed at CarpoolMatchNW?			
	30-day survey		Semi/Annual survey	
	Percent	total # respondents	Percent	total # respondents
July-Dec 06	17%	12	28%	23
2005-06	18%	176	17%	194
2004-05	20%	407	24%	276
2003-04	24%	460	23%	306
Before Jul 03	13%	267	19%	174

The versions of the surveys used in 2005-06 do not ask the registrant's normal or previous commute mode. This information is useful in estimating changes in commute mode and has since been added back into the follow-up surveys. The *2004-05 Program Evaluation* found that only half of the registrants that responded to the annual survey drive alone to work (Table 17). Excluding the people who commute by a car/vanpool formed via CarpoolMatchNW, 64% drove alone to work. This indicated that many of the participants were already inclined to use alternative modes and did so at a fairly high rate without the matching service. This also meant that some of the carpools formed through the site are not reducing VMT because they are drawing people from transit and other alternative modes.

Table 17: Commute Mode of CarpoolMatchNW Registrants (2004-05)

Commute Mode	% of respondents to annual survey	
	Including carpools/vanpools formed via CarpoolMatchNW	Respondents who did not form or sustain car/vanpool
Drive Alone	50%	64%
Carpool/vanpool formed via CarpoolMatchNW	22%	
Carpool/vanpool	12%	16%
Bus or MAX	15%	20%
Drive alone to Park & Ride, bus or MAX	7%	8%
Drive with others to Park & Ride, bus or MAX	1%	1%
Bike	7%	9%
Walk	4%	5%
Total respondents (n)	521	407

Note: Percentages do not total 100% because multiple responses allowed.

The typical carpool/vanpool formed through CarpoolMatchNW has two or three people and travels about 30 miles round trip at least four days a week. Over the whole evaluation period, the average carpool/vanpool size is 2.2 people according to respondents of both the 30-day survey and the annual or semiannual survey. A problem associated with the surveys is that some respondents may not understand the question, or they are being honest, after previously falsely or mistakenly indicating that they were in a carpool. In the 30-day survey, 61% of respondents who answered that they were still in carpool indicated zero for the number of people in their carpool or vanpool, and 23% indicated that there was one person in their carpool or vanpool including themself. However, the majority of the respondents who indicated zero or one person in their carpool or vanpool registered during 2003-04 or 2004-05. Only 10% of the respondents indicating zero or one person carpools registered during 2005-2006.

Table 18: Characteristics of Car/Vanpools formed through CarpoolMatchNW

Registration Year	30-day survey			Annual survey		
	Mean # people	Median Roundtrip miles	Mean Days per week	Mean # people	Median Roundtrip miles	Mean Days per week
After Jul 06	Too few to report					
2005-06	2.2	36	4.2	2.2	28	4.1
2004-05	2.1	32	4.3	2.1	30	3.8
2003-04	2.4	30	4.2	2,4	30	4.4
Before Jul 03	2.3	30	4.4	2.2	28	3.8
Overall	2.2	30	4.3	2.2	30	4.1

Note: Median distance used for roundtrip miles instead of mean because of a small number of very high estimates.

The estimated number of trips and vehicle miles reduced due to the car/vanpools formed through people registering with CarpoolMatchNW in the 2005-06 fiscal year is shown in Table 19. The last six months of 2006 is not included in the evaluation because of the small number of survey responses from people who registered in that time. The estimates use a set of high (optimistic) and low assumptions. For example, for the number of car/vanpools formed, the low estimate is the actual number of people indicating in the 30-day survey that they formed a carpool. This assumes that none of the non-respondents formed a car/vanpool as a result of CarpoolMatchNW.[9] This is a very conservative estimate. The high estimate assumes that non-respondents formed car/vanpools at the same rate as respondents to the 30-day survey. The assumption of 2.2 people per car/vanpool is based upon the survey responses from 2005-06 registrants. This is significantly lower than the assumption used by in the *Strategic Plan Work Plan* of 2.7 people per car/vanpool. The round-trip mileage (32 miles) is the midpoint between the 30-day and annual survey median values for 2005-06. This distance is longer than what was assumed in the *Strategic Plan Work Plan* (about 24 miles) and what is assumed by Metro in their regional travel modeling (about 18 miles). The assumption of 4.2 days per week is based upon the survey average. Applying this to 52 weeks results in about 218 days per year, lower than the assumption of 262 workdays per year in the *Strategic Plan Work Plan*.

These assumptions were applied to the two previous years as well. The results are shown in Table 20. The total for the three years optimistically assumed that carpools formed in previous years continued through 2005-06.

[9] The numbers were not adjusted down to account for any potential double-counting – survey respondents being in the same carpool.

Table 19: Estimated VMT Reduction for CarpoolMatchNW in 2005-06

Item used to calculate estimate	Source	Low	High
Commute trips and VMT reduced			
% of survey non-respondents forming carpools	30-day survey responses	None	Same rate as 30-day survey respondents
Number of carpools formed	Calculated from above	32	301
Length of carpool trip (roundtrip) *Assumed to be the commute distance if not vanpooling*	Survey data	32 miles	32 miles
% of carpool commute trips that would have been made driving alone instead of carpool	Assumption, based on data from Table 17	60%	100%
Carpool size	Survey data	2.2	2.2
Days per week	Survey data	4.2	4.2
Weeks per year	Assumption	52	52
Annual trips reduced	Calculated, including trip for the carpool	5,000	78,900
Program costs			
RTO Subsidy	Metro	$62,125	$62,125
Estimated VMT reduction in 2005-06		**160,000**	**2,525,000**
Cost-effectiveness		**$0.39/mile**	**$0.02/mile**

Notes: Estimates of annual trip and VMT reduction rounded to nearest 100.

Table 20: Estimated VMT Reduction for CarpoolMatchNW for Three Years

Registration Year	Number of Car/vanpools		Annual VMT Reduction	
	Low estimate	High estimate	Low estimate	High estimate
2005-06	32	301	160,000	2,525,000
2004-05	81	335	406,000	2,813,000
2003-04	112	459	563,000	3,846,000
Total	229	1,095	1,129,000	9,184,000

[a]Assuming carpools formed in previous years continued in 2005-06.

How does this compare to the work plan in the 5-year Strategic Plan?

The estimated impacts of the program shown in Table 19 and Table 20 are significantly lower than projected in the *Strategic Plan Work Plan*. The *Work Plan* projected 882 new carpools in 2003-04 and 1,059 in 2004-05 and every year after. It is difficult to tell whether the *Work Plan* projections are cumulative each year. If they are not, the total number of new carpools projected for 2001-02 through 2004-05 would be 2,823. Either way, the program has fallen short of that

projection. The level of funding expected for the program was more than twice what was actually provided. This undoubtedly had an impact on program effectiveness.

How does this compare to the RTP modal objectives?

A comparison to the RTP modal objectives is not appropriate because the participants in the CarpoolMatchNW website are self-selected and more motivated to use non-SOV modes than the general population.

To what extent does the program support the RTO objectives?

RTO Objective	Supportive?
Reduce drive-alone trips and encourage alternative modes	Yes. The program's primary objective is to reduce SOV commuting. However, a share of the new carpoolers are switching from other alternative modes.
Regional coordination and communication	Yes. The website is operated by the City of Portland, but allows and includes participants from anywhere. Through promotion via DriveLess/SaveMore, it reached a wider audience in 2005-06.
Include all trips, not just commute trips	Indirectly. The program focuses on commute trips, but now includes a one-trip trip component. Carpool riders may use other modes for mid-day trips, e.g. walking to lunch rather than driving because they don't have a car available. The program may also enable some riders to avoid owning an additional personal vehicle, which could affect non-commute trips.
Connections to other goals:	
2040 centers and corridors	Indirectly, to the extent that participants work and/or live in centers and corridors.
Transit-oriented development	Unclear, likely no measurable effect
TriMet transit investment	Unclear
Community health	Unclear
Air and water quality	Yes, to the extent that trips and VMT are reduced

Conclusions

The program met its 2005-06 objectives for the number of participants (registered users). The number of registered users has also increased by 38% since 2004-05. However, neither the participants' level of satisfaction nor prior commute mode was measured, which prevents a more comprehensive evaluation. This is largely because of the changes made to the web-based surveys, including removing questions about current commute modes and a level of satisfaction. Starting in Spring 2007, commute mode is asked of new CarpoolMatchNW registrants and some satisfaction data has been collected through the prize award program. The survey response rates also dropped for 2005-06.

Recommendations

- Revise the follow-up survey interface and forms to provide more and more accurate information. For example, there were several survey records that indicated that the person was still in a carpool, but traveled 0 miles and 0 days per week, and provided reasons for not being in a carpool; some of these records included a start date for the carpool. A survey that allows skip patterns based on answers to questions could help prevent this. In

addition, if someone is carpooling, 0 miles and 0 people would not be valid answers to the questions. These could be eliminated as options. Moreover, the default answer should be no answer, rather than 0 – requiring the respondent to click to provide an answer, rather than just leaving the field as is.

Additional questions could provide useful information on the use and quality of the service, including whether the person contacted any one on the list provided, whether person was satisfied with the quality and size of the list

Prior to making further changes to the survey, Metro and the City of Portland should evaluate the effectiveness of migrating to an on-line, commercially-available survey tool. Documentation provided by Metro indicates that changes to the current survey interface require City of Portland Bureau of Technology Services staff and management time. For example, adding three questions was estimated to take eight hours. Similar changes to on-line survey instruments are relatively quick and easy and could be done by CarpoolMatchNW staff with little time delay.

- Ask new users to indicate their current commute mode when they first register on the site. This information is necessary to estimate changes in mode share and new non-SOV users.

- Improve survey response rates through follow-up and incentives.

Appendix E: SMART/Wilsonville Travel Options Program

Program Background

SMART Options is the transportation demand management (TDM) arm of Wilsonville's SMART Transit and provides services to area employers to help their employees find the best way to get to work, whether it's by bus, carpool, vanpool or bicycling. SMART Option's boundaries are those of the Wilsonville city limits for the TDM outreach, with transit service provided to other areas in the region. SMART Options has provided a number of programs to employers, school children and residents of Wilsonville.

In 2005-2006 SMART TDM programs received $55,000 in CMAQ RTO core program funding. SMART also received a 2040 grant of $16,000 in 2004-05 and $5,728 in 2005-06 to implement the "Walk Smart" program over two years from 2004-2006.

Evaluation

Data Sources

The evaluation is based upon reports submitted by Wilsonville to Metro.

What activities were provided?

As noted in Table 21, over the 2005 - 06 program year many of the activities SMART provides have to do with encouragement and raising awareness of transportation and parking options in the area. On a regional coordination level, SMART established a partnership with the Metro region DriveLessSaveMore campaign and wrote newsletter articles. Also SMART staff worked closely with city planners to ensure that TDM provisions are included in planning efforts. New developments for 50+ employees are required to contact SMART staff as a development condition of approval to create a TDM worksite plan. Also SMART staff ensured the transportation system plan (TSP) and other planning efforts purport TDM measures, including Ped/Bike Plan adopted in 2006 and the Transit Master Plan update that is currently under review by City Council. Art on the Bus and Walk Smart are two programs SMART completed in 2004-05 and the efforts have continued throughout 2005 - 2006. Art on the Bus is a community event where middle school children compete to have their artwork painted on SMART buses; 250 students participated in 2005 and 200 middle-school students participated in 2006. The school outreach program was not developed in 2005-06 due to staff time restraints.

Walk Smart (funded from a Region 2040 grant) engaged employees, school children and seniors in walking to different activities. The program provides a pedometer and other promotional materials and asks participants to log the number of steps that they take for a year. The program's report included these highlights:

- As of December 2006, 972 participants logged a total of approximately 1.8 billion steps or the equivalent of 938,000 miles.

- SMART staff worked with City Departments (Planning, Natural Resources, Parks and Recreation) to share information to create a "Wilsonville Walking Map".

- Coordinator at Curves promoted Walk SMART to new members.
- 55 Walk SMART kits were distributed to the members of the Chamber of Commerce.

How does this compare to the *Strategic Plan Work Plan*

The services provided compare favorably with the *Work Plan* (Table 21). Most of the activities were accomplished, with some exceptions.

What was the level of participation in the activities?

See Table 21 for details. The employer outreach program worked with six employers.

By the end of 2006, 972 people had signed up for the Walk Smart program. This is a 37% increase, from 712 participants in March 2005.

What was the level of satisfaction with the activities?

The reports did not include measures of satisfaction. Anecdotally, SMART staff reports that program participants reported a high level of satisfaction.

To what extent did participants use travel options?

The program did not collect data on the impacts of the general TDM efforts. The TriMet employer database included four Wilsonville employers. For these sites, 80-93% of the commute trips were made driving alone.

The WalkSmart program did collect information from participants. As of December 31, 2006, the participants had reported walking 876,341,884 steps or the equivalent of 938,171 miles. The participants indicated that about 1% of these steps replaced car trips, for a reported reduction of 11,501 VMT. However, it is unclear how accurate this estimate is. The program manager questioned whether participants understood the form correctly and whether they always completed this portion of the form.

How does this compare to the work plan in the 5-year Strategic Plan?

The *Strategic Plan Work Plan* did not include specific trip or VMT reduction objectives for this program.

How does this compare to the RTP modal objectives?

There is no data to accurately assess whether the program is close to meeting the modal objectives from the RTP.

How does this compare to programs in other regions?

Not applicable.

Table 21: 2005 - 2006 SMART/Wilsonville Activities

	Objective	2005-06 Outputs & Outcomes
From 5-Year Strategic Plan		
General Outreach		
Design, produce, and distribute program materials, including brochures and flyers	Increase public awareness of TDM program. Distribute 1,000 per year. Target: General public/ employers	Achieved Goals
Walk to Lunch Event. Restaurants provide discounts for people who walk to lunch and are wearing a *Walk to Lunch* button. Additional publicity from press coverage	Employees and residents who walk to lunch. 250 participants per year. Target general public and employers for participation.	Did not host this event. Lack of staff time.
Booth at Clackamas County Fair. Primarily focused on promoting transit and CarpoolMatchNW, but also providing information on bicycling and walking, and connections to other transit systems (SMART, Canby Area Transit, TriMet, Ctran and Salem Area Transit)	Increase use of transit and CarpoolMatchNW. 75 additional bus riders and 50 additional carpool sign-ups. Target: General Public.	Provided 275 rides on the SMART trolley from Wilsonville to Canby as a form of transportation. Talked with over 400 people about SMART Options.
Write articles for Boones Ferry Messenger about TDM program activities, events, and opportunities.	Public awareness of employer efforts and TDM program. 12 articles per year. Target: General Public	Published 6 articles in 2005-06 and 6 in first 6 months of 2006.
Create and maintain SMART TDM Webpage with information on individual transportation options and employer programs	Provide general and employer TDM information and links to other services, such as CarpoolMatchNW. 50 hits per month.	Average hits per day to www.ridesmart.com: 1630. Average visits per day: 157. Average length of visit: 6.44 minutes Currently designing a new SMART website scheduled to launch in July 2007. This site will include SMART Options pages, Walk SMART pages and interactive survey links.
New resident welcome meetings.	Provide new residents with information on transportation alternatives before they get into the habit of driving alone. Four events per year, with 120 new residents attending.	Achieved Goals
Create new resident welcome packets to distribute to apartment managers.	Same as above. Distribute 250 packets per year.	100 packets per year in 2005-06. 2006: Distributed 200 packets through Chamber of Commerce, New resident welcome events and mailings.
Create informational displays for Chamber of Commerce, Library, and City Hall	Six displays per year. General public/ employers.	Goal not met due to budget and staff time constraints. Provided brochures and materials for them to display in their existing informational displays.
Walk Smart program - approved by RTO for $40k over 2 years FYs 2005 & 2006	Estimated 1500 participants 3 groups - Employees, Elders, middleschool children	972 participants

	Objective	2005-06 Outputs & Outcomes
Employer Outreach		
Contact employers by visiting the worksites and calling them to let them know about the TDM program.	150 personal contacts and 200 phone contacts per year.	50 contacts and 50 phone calls
Organize employer transportation meetings. Employers get together to discuss transportation issues that affect their worksites.	Gain a clear understanding of the transportation issues that concern employers. Create the opportunity for employers to work together on solutions. Four meetings per year with 25 employers participating.	Did not achieve goal due to budget and staff limitations.
Hold transportation fairs at worksites to provide information on all transportation alternatives.	12 per year, reaching 5,000 employees.	8 per year, reaching 3,500 employees
Assist employers in developing and implementing TDM plans for their worksites	6 TDM plans per year.	Goals met
Create and distribute employer information packets.	100 per year.	Goals met
Compile and create training and reference materials for transportation coordinators in Wilsonville.	50 per year.	Goals met
Promotion of regional and community events, such as Carfree & Carefree, Bike Commute Challenge, Earth Day etc.	500 employees per year participate in the events	Goals met
Guaranteed Ride Home program. Reach agreement with taxi company, print guidelines, distribute to employers.	Sign up 10 employers per year.	SMART offers GRH for those who use transit, but there is no official program as of yet 2006: Working on creating policy for an Emergency Ride Home Program.
SMART Employer of the year award program.	Reward one employer for outstanding efforts in their TDM program. Get additional publicity from media release.	Did not offer award
School Outreach		
Art on the Bus competition in the schools. Children create artwork that illustrates the importance of transportation options. The three winning art works are incorporated into a bus wrap.	Get children to think about transportation options by describing them in drawings. Create community awareness of transportation options via the traveling artwork on the bus. 150 elementary and middle school participants per year	250 students participated in 2005 and 200 students in 2006
Develop school outreach program based on existing successful programs and pilot programs.	Involve teachers and students in solving real-life transportation problems in the context of math, science, and other curricula. 500 students per year participate.	No program due to staff time restraints and budget.

	Objective	2005-06 Outputs & Outcomes
Planning and Coordination		
Ensure that TDM provisions are included in development conditions for new developments in Wilsonville.	All new developments in Wilsonville are required to support TDM at their worksites by posting information, submitting TDM plans, and providing adequate facilities for bicyclists, pedestrians, and transit.	Staff working with Planning department to create a TDM ordinance. New developments that will employ more than 50 employees at any single work site must contact SMART as a development condition of approval to create a TDM worksite plan.
Work with Wilsonville Planning staff to ensure that TDM is supported in the planning process.	Ensure that Transportation Systems Plan amendments, code amendments, and pedestrian/bike plans adequately support TDM.	Goals met. The Transit Master Plan update and Ped/Bike plan also supports TDM measures for Wilsonville. The Bike/Ped plan was adopted in FY06. Transit Master plan is currently under review by City Council.
Coordinate program activities with other regional groups, transit districts and jurisdictions.	Create a unified message, coordinate activities, and prevent unnecessary duplication of effort.	Goals met. New this year, SMART is an active partner with the Metro region DriveLess/SaveMore campaign.
Write articles for weekly "FYI" newsletter to the Wilsonville City Council.	Ensure that City Councilors are aware of TDM issues and activities. 30 articles per year.	15 articles per year.
Overall		
RTO funding	$89,700	$55,000 for general TDM program $5,728 for Walk Smart
Program impact	Not projected	
Cost/VMT reduced	Not projected	

To what extent does the program support the RTO objectives?

RTO Objective	Supportive?
Reduce drive-alone trips and encourage alternative modes	Yes.
Regional coordination and communication	Yes. Program manager coordinates with other TMAs and participates in regional programs.
Include all trips, not just commute trips	Yes. In particular, the WalkSmart program targets all trips. The outreach programs include seniors and school children, in addition to employees.
Connections to other goals:	
2040 centers and corridors	Wilsonville is a center.
Transit-oriented development	Unclear
TriMet transit investment	Will support future investment in Wilsonville-Beaverton commuter rail
Community health	Yes. The WalkSmart program focuses on physical activity.
Air and water quality	Yes, to the extent that trips and VMT are reduced

Conclusions

SMART completed nearly all of the tasks laid out in the work plan for the 2005-06 fiscal year. The program is well established in the community and has had some success with promotions like the Art on the Bus and Walk SMART programs. They have also had success with the employer outreach and coordinating with city transportation planning efforts and other regional programs. For the projects and programs not undertaken, lack of staff time was often attributed as one of the causes.

Recommendations

- Collect more data on the end outcomes of the programs, including employee survey data at sites where outreach is conducted.

Appendix F: Lloyd TMA

Project Background

The Lloyd TMA (LTMA) was formed in 1994 to manage parking and transportations issues for the Lloyd District. The LTMA's long-standing focus is the economic vitality and livability of the district. The area's high concentration of employment and shopping raised concerns from retailers about maintaining a parking supply for customers. The District, in partnership with the City of Portland, eliminated on-street free parking in 1997 by installing parking meters.

LTMA programs and membership have continued to grow over the last 12 years and include bicycling, walking and transit incentives to achieve the 2015 mode-split goals it set for itself. Most employment sites in the Lloyd District can easily be exempted from the State's ECO Rules through restricted parking ratios.[10] Nevertheless, LTMA still conducts annual surveys to member employers to determine mode splits, help TriMet establish the flat Universal Pass price (unique to LTMA), and gauge the success of their efforts.

The mission of the LTMA is to support and promote the economic vitality and livability of the Lloyd District through cooperative business supported programs promoting efficient, balanced transportation systems and land use patterns (LloydTMA Annual Report, 2007). Goals set by the LTMA Board for 2006 were:

- Increase employee use of transit to 32% of all commute trips (all businesses).
- Increase employee use of transit to 45% of all commute trips (Universal Pass members)
- Increase number of bicyclists to Lloyd District by 5% annually.
- Increase the number of pedestrian commuters to the Lloyd District by 3.3% annually.
- Maintain existing level of employee use of car/vanpooling as a commute option (10% commute mode split)
- Continue efforts to fund pedestrian safety and amenity improvements throughout Lloyd District's pedestrian environment.
- Increase employee and employer awareness of Lloyd District transportation options.
- Continue to develop an organization that effectively supports and advocates the long-term economic vitality and livability of the Lloyd District.

The Lloyd District is committed to attracting and locating nearly 17,000 net new employees (total 34,000) and 4,000 new housing units by the year 2015.

LTMA's longevity and success has helped it to diversify its funding sources. Funding sources include LTMA membership (via Business Improvement District), a share of parking meter revenues, TriMet Universal Pass sales commissions, and BETC Tax Credit Partnerships. The funds from the BETC Tax Credit program go to fund a "Transportation Opportunity Fund (TOF)" where the LTMA provides partial or full funding for various projects in the District. Some of the TOF projects slated for 2005 included: Interstate underpass improvements, improvements to pedestrian crossing and amenities, outreach and communications, transit tracker

[10] ECO Rules OAR 340-242-0200 and OAR 340-242-0210 (http://www.deq.state.or.us/nwr/ECO/docs/RevisedRules.pdf)

expansion, wayfinding sponsorship program, TMA bike rack fund, future transit service enhancement plan, and Smart Card value-loading machine/software for Commuter Connection. (LloydTMA Annual Report, 2007).

LTMA received $24,750 in Metro RTO CMAQ monies for 2005-06 to augment existing transit, bicycling and pedestrian programs, in addition to $11,597 Region 2040 Initiatives to implement the Lloyd TMA/ Lloyd District pedestrian program.

Evaluation

Data Sources

The evaluation is based upon 2007 LTMA annual report (covers activities undertaken in 2006).

What services were provided?

LTMA activities, objectives and outcomes are displayed in Table 22.

How does this compare to the 5-year Strategic Plan Work Plan?

The LTMA achieved the objectives related to programs funded through the RTO grant (Table 22.)

Table 22: 2005-06 Lloyd Center TMA Activities

	Objective	2005-06 Outputs & Outcomes
Transit Increase employee use of transit to 32% of commute trips for all businesses and 45% for Universal Pass participants.	Work with TriMet to achieve new Universal Pass pricing	Successfully negotiated new Universal Annual Transit Pass Program (formally called Passport)
	Sell 5,000 Universal Pass passes to Lloyd District businesses	Sold 4,954 Universal Pass pasees; provided ongoing account support to 41 Universal Pass businesses
	Ensure continued employee access from Vancouver	
	Summarize trip data from 2006 Lloyd District employee survey	Developed and conducted new 2006 Lloyd District Employee Commute Choice Survey
Bicycling Increase number of bicyclists to the Lloyd District by 5% each year.	Increase the number of bike accessible sites in the Lloyd District	Purchased 20 bicycle pumps to distribute to Lloyd District businesses
	Increase employee awareness by hosting at least 10 bike events.	Held annual Bike Commute Day celebration and Bike Bash
	Develop education and encouragement campaign for Lloyd District commuters	Met with BTA and City of Portland to discuss expanding Bike Commute Day.
Pedestrian	Continue to plan and identify funding for I-5 underpass	$242,000 of $400,000 identified. Agreement w/PDOT for LTMA to manage project
	Wayfinding signage program	Scheduled installation Spring 2007
RTO funding	$25,000	$24,750
Program Impact	58 members 8,075 employees 52% non-SOV mode split 3.8 million annual VMT reduction	70 members 9,000 employees 58% non-SOV mode split (Universal Pass employers) 3,555,824 (estimated by LTMA)
Cost/VMT reduced	$0.01	Not estimated

Note: The activities above are only those receiving partial funding from the Metro RTO program

What was the level of participation in the services?

The LTMA area includes about 650 businesses and 21,000 employees.[11] Seventy businesses are members of the TMA, representing approximately 9,000 employees (43%). Membership grew by one employer in 2006. About two-thirds of the members participate in the Universal Pass program.

[11] Lloyd TMA Annual Report 2007.

What was the level of satisfaction with the services?

PSU CUS did not have data on levels of satisfaction with the services, either the employers or employees. However, the growth in membership indicates a high level of satisfaction.

To what extent did participants use travel options?

Over half of the commute trips made to employers that participate in the Universal Pass (formerly Passport) program are made in non-SOV modes (Table 23). This is a significant change from 1997, when an estimated 60% of commute trips were made in SOVs. Between 2003 and 2005 the share of trips made by most modes stayed about the same, though bicycling increased back to the level achieved in 2003. Carpooling declined, though the level of carpooling has shown little fluctuation over the past four years. The LTMA suspected that part of this may have been due to changing the survey from June to May.

The LTMA estimates that annual VMT was reduced by 3,555,824 over a baseline of 1997, which represents the removal of 934 vehicles from road and freeways during the peak commute hour every day.

Table 23: Commute Trip Mode Share for Lloyd TMA Employers

	% of weekly commute trips[a]					
Mode	**2001**	**2003**	**2005**	**2006**	**Percentage point change over 2001**	**2015 Goals**
Drive Alone	45.5%	42.5%	42.7%	42.4%	-3.1%	33%
Transit	36.0%	39.3%	39.1%	39.0%	3.0%	40%
Carpool/Vanpool	10.4%	10.5%	11.5%	10.5%	0.1%	10%
Walk	2.4%	1.8%	2.3%	2.0%	-0.4%	10%
Bicycle	3.7%	4.3%	3.3%	4.1%	0.4%	5%
Compressed work week	1.2%	0.9%	0.9%	1.1%	-0.1%	2%
Telecommute	0.7%	0.7%	0.8%	0.9%	0.2%	0%
Total	100.0%	100.0%	100.0%	100.0%		100%

aThe survey collects data on commute trips for each day for an entire week.
Source: Report submitted by LTMA to Metro and 2001 Annual Report (www.lloydtma.org)
Note: The survey includes employers participating in Universal Pass, not all TMA members.

How does this compare to the work plan in the 5-year Strategic Plan?

The non-SOV mode share for the Universal Pass employers (58%) was higher than the target in the Plan (52%). It is unclear what the mode share for other employers in the LTMA was in 2005-06.

How does this compare to the RTP modal objectives?

The *Regional Transportation Plan* sets modal targets for three categories of areas in the region. For regional centers, town centers, main streets, station communities and corridors the non-SOV modal target for all trips to and within those areas is 45-55%. The target for the central city is 60-

70%. The LTMA had a 58% non-SOV mode share for commute trips to Universal Pass employers.[12] This is close to the target for the central city and exceeds the target for regional centers.

To what extent does the program support the RTO objectives?

RTO Objective	Supportive?
Reduce drive-alone trips and encourage alternative modes	Yes.
Regional coordination and communication	Yes.
Include all trips, not just commute trips	Yes. The program focuses on commute trips to the center. However, the infrastructure improvements that are implemented by LTMA can affect all trips. In addition, Universal Pass users can use their passes for all types of trips.
Connections to other goals:	
2040 centers and corridors	Yes. The LTMA is located in a center.
Transit-oriented development	Yes.
TriMet transit investment	Yes. There are several MAX stations in and near the LTMA.
Community health	Yes. LTMA activities promote walking and bicycling. Employees using transit may walk to access transit, particularly within the Lloyd Center area.
Air and water quality	Yes, to the extent that trips and VMT are reduced

Conclusions

The Lloyd TMA accomplished its objectives for 2005-06 and has demonstrated a reduction in SOV use over time.

Recommendations

- Develop methods to measure outcomes beyond the Universal Pass employer surveys.

[12] The worksites in the TriMet database indicate a 54% non-SOV mode share.

Appendix G: Swan Island TMA

Program Background

The Swan Island TMA (SITMA) was formed in June 2000, to manage parking and transportations issues for the Swan Island industrial area. The focus is on improving transportation options on Swan Island. The mission statement below was adopted in January 1998, by the Swan Island Business Association Transportation Committee, and continues to guide SITMA's activities:

> In order to facilitate the continuing growth and success of Swan Island and Mock's Landing businesses, the Transportation Committee works to improve the movement of people, products, services and freight in the most effective way by increasing the area's transportation options. (SITMA Annual Report, 2005)

According to the SITMA, businesses recognize that keeping the area's only access--Going Street--from becoming congested, is vital to the economic well being of Swan Island.

One of the major challenges for SITMA when presenting transportation options to island employees is that all employers currently provide free parking. While a change in this policy is not likely in the foreseeable future, the amount of land in this close-in finite industrial area given over to parking is significant and could hinder future business expansion. Recognizing these issues, the SITMA, the second oldest TMA in the Metro region, has continued to grow its outreach and programs.

SITMA received $24,750 in regional TMA funds and $12,500 from a Region 2040 grant to increase vanpools from Clark County, Washington.

Evaluation

Data Sources

The evaluation is based upon the report submitted to Metro, shuttle ridership data provided by SITMA, and data from the TriMet employer survey database.

What activities were provided?

As noted in Table 24, many of the activities SITMA provides have to do with encouragement and raising awareness of transportation and parking options in the area. On a regional coordination level, SITMA manager Lenny Anderson was elected to be the TMA representative on the RTO subcommittee. SITMA members utilized the CarpoolMatchNW service and worked with TriMet to increase frequency on the Rose Quarter shuttle and existing bus routes.

How does this compare to the Strategic Plan Work Plan for 2004-05?

The services provided compare favorably with the work plan (Table 24).

Table 24: Swan Island TMA 2004-06 Activities

	Objective	2004-05 Outputs & Outcomes	2005-06 Outputs & Outcomes
Transit Increase employee use of transit	Increase ridership on # 85 Swan Island Express	2004 – 380 rides per day 2005 – 450 rides per day	470 rides per day
	Increase ridership on # 72 Killingsworth from Interstate Max	80 trips per day to Swan Island	No information was provided
	Increase number of employers selling Universal Pass passes	2 employers offer Universal Pass to employees, 3 others offer transit subsidy	3 employers offer Universal Pass to employees, 3 others offer transit subsidy
	Double Rose Quarter shuttle riders	Service expanded, ridership avg. 400 per week (twice that in 2003)	No information was provided
Vanpools *Region 2040 Initiative*	Increase number of vanpools to/from Clark County	Increased vans from 3 to 5.	# of vanpools remained the same. (5 vanpools)
		Hosted "vanpool to lunch" event June 2005	
Bicycling/Pedestrian	Double bicycling/walking mode split	2005 – 4% An increase from 2001/02 (2%) but drop from 2004 (9%)	2% A decrease from 2005 (4%)
	Increased bike/ped access to Swan Island	Waud Bluff Trail – Bridge connection from University of Portland to Basin Drive in design.	New segment of the Willamette Greenway Trail as well as a new access trail opened
		Going RR overpass – better maintenance. More bridge replacement/improvements	Freightliner Access Map was developed, printed and posted at all locations.
		Met with Friends of North Portland Greenway	
Location Efficient Living	Encourage home ownership close to workplace	Employer van tour of North Portland in July 2005.	
RTO funding	$25,000 from TMA fund	$24,750 from TMA fund $12,500 from Region 2040 grant	$24,750 from TMA fund $12,500 from Region 2040 grant
Program Impact	15 members 7,000 employees 25% non-SOV mode split 1,000,000 annual VMT reduction	12 members 24% non-SOV mode split for 7 participating employers	?
Cost/VMT reduced	$0.23/VMT	Not estimated	Not estimated

What was the level of participation in the activities?

As of the end of 2006, there were 16 Swan Island employers in the TriMet Employer Outreach database, indicating that they are actively promoting non-SOV use.

What was the level of satisfaction with the activities?

Not measured.

To what extent did participants use travel options?

The share of commute trips made in SOVs declined from 2001-02 to 2005-07 at SITMA work sites that surveyed employees (Table 25). SITMA's mode split data are derived from ECO surveys, which in 2005 were completed by seven employers in the industrial area. In 2001-02,

1,875 employees were surveyed with 1,400 surveys returned for a 75% rate of return. In 2005-06, 876 employees were surveyed with 730 surveys returned for an 83% rate of return.

The VMT reduction from the vanpools is included in Appendix C: Regional Vanpool Program.

Table 25: Commute Trip Mode Share for Swan Island Worksites

	% of weekly commute trips[a]			
Mode	**2001-02**	**2004-05**	**2005-07**	**Percentage point change over 2001**
Drive Alone	78.5%	76.3%	73%	-5.5%
Transit	5.8%	6.6%	9%	3.2%
Carpool/Vanpool	11.3%	11.5%	15%	3.7%
Walk/Bike	1.9%	4.2%	2%	0.1%
Compressed work week	1.1%	1.4%	0%	-1.1%
Telecommute	1.3%	0.0%	0%	-1.3%
Total	100.0%	100.0%	100%	

[a]The survey collects data on commute trips for each day for an entire week.
Source: Report submitted by SITMA to Metro.

Average daily ridership for the 85 Swan Island Express bus route has increased steadily over the past three years. The average ridership in 2006 is 470 riders per day, which was increased from 450 riders in Fall 2005 and 380 rides in 2004. Average daily ridership on the Evening Shuttle increased since 2002 (Figure 6). Using the same methodology as for the vanpool shuttles, the estimated reduction in VMT in 2005 due to the Evening Shuttle was 81,900-179,800, not accounting for the shuttle miles. To the extent that the shuttle riders are accounted for in the employer surveys, this estimate overlaps with the reduction estimated based upon that data. Not all of the shuttle riders, however, work at the sites surveyed.

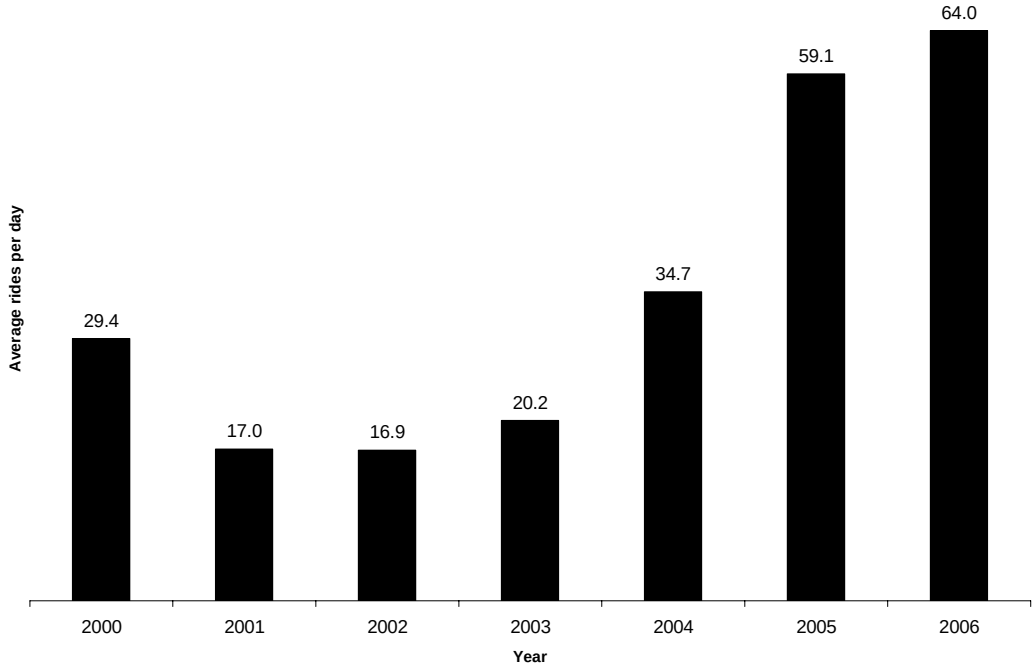


Figure 6: Swan Island TMA Evening Shuttle Ridership

Table 26: Estimated VMT Reduction for Swan Island Shuttle for 2005

Item used to calculate estimate	Source	Low	High
Commute trips and VMT reduced			
Average rides per day	Data from TMA	64.0	64.0
Length of commute trip made on transit	Metro travel model, as reported to TriMet	6.4 miles one-way 12.8 miles roundtrip	10.1 miles one-way 20.2 miles roundtrip
% of transit commute trips that would have been made driving alone instead of transit	Assumption	80%	100%
% of shuttle riders that use shuttle both ways (used to convert shuttle trips to transit trips)	Assumption	100% 2 shuttle trips = 1 transit trip	80% 1.8 shuttle trips = 1 transit trip
Annual trips reduced	Calculated from above	6,400	8,900
Shuttle trips and VMT added			
Shuttle trips per day		unknown	unknown
Round-trip shuttle miles		unknown	unknown
Estimated VMT reduction in 2005		**81,900** (does not account for shuttle miles)	**179,800** (does not account for shuttle miles)

Notes: Estimates of annual trip and VMT reduction rounded to nearest 100.

How does this compare to the work plan in the 5-year Strategic Plan?

The non-SOV mode share for commute trips to the seven surveyed sites was 27%, three percent below the 30% target in the *Strategic Plan Work Plan*. However, these results only represent a small portion of the employees on Swan Island. If the act of surveying indicates a higher level of support for commute trip reduction programs, the surveyed sites may have better non-SOV rates than the rest of Swan Island employers.

How does this compare to the RTP modal objectives?

The TriMet employer survey database included 16 work sites within the SITMA area. Of these, nearly two-thirds (62%) had a non-SOV mode share of less than 25% (Table 27).

Table 27: Distribution of Swan Island Worksites by Non-SOV Mode Share

Non-SOV mode share	% of worksites
45.0% & higher	0%
35% - 44.9%	19%
25% - 34.9%	19%
15% - 24.9%	31%
Under 15%	31%
n	16

Source: TriMet employer database.

To what extent does the program support the RTO objectives?

RTO Objective	Supportive?
Reduce drive-alone trips and encourage alternative modes	Yes.
Regional coordination and communication	Yes. The SITMA director works with other TMAs and the regional program.
Include all trips, not just commute trips	Limited. Swan Island is primarily an employment center.
Connections to other goals:	
2040 centers and corridors	Not applicable. Swan Island is not identified as a center or corridor.
Transit-oriented development	Unlikely.
TriMet transit investment	Yes. The SITMA is involved in shuttles connecting to TriMet service.
Community health	Yes, to the extent that participating employees choose to walk or bike.
Air and water quality	Yes, to the extent that trips and VMT are reduced

Conclusions

The Swan Island TMA accomplished most of its intended activities for 2005-06. The activities have helped decrease the share of commute trips made in SOVs, though there are still many employers that do not meet the 30% target. Ridership in the evening shuttle has increased slightly since 2005.

Recommendations

- Improve measurement of outcomes at sites working with SITMA that do not conduct regular employer surveys

Appendix H: Westside Transportation Alliance

Program Background

Founded in 1997, Westside Transportation Alliance (WTA) is a TMA supported by businesses, public agencies, and event sponsorship. The mission of the WTA is to work with an association of businesses and public agencies that value vibrant economic development supported by transportation and land use decisions that create a vital quality of life in Washington County, Oregon. The WTA offers workplace services and programs that help employees commute to work by transit, carpool, vanpool, walking and biking. WTA's boundaries include all of Washington County and some of the region's larger employers such as, Nike, Intel and Tektronix. WTA's executive director, Karen Frost was hired in January 2006. The previous executive director left in August 2005 and two of the WTA Board members managed the organization in the interim.

In the 2005-06 fiscal year WTA received $24,750 in RTO TMA funds and $24,576 from a Region 2040 grant for the Carefree Commuter Challenge.

Evaluation

Data Sources

The evaluation is based upon the quarterly reports submitted to Metro and data from the TriMet employer survey database.

What activities were provided?

As noted in Table 28, the most successful and measurable result from the 2005 - 06 program year was the Carefree Commuter Challenge. Metro has provided funding for WTA to help other TMAs in the region coordinate and stage the event region wide in 2006. Efforts to implement other programs in the *Strategic Plan Work Plan*, such as the expansion of TMAs in Washington County regional centers, were mixed. A reciprocal agreement was developed with the Hillsboro Chamber of Commerce, but a TMA in Washington Square was sidelined. The new executive director and Board participated in a strategic planning exercise and completed operations over the first quarter of FY 2006. Focus in the coming year will be on building membership and employer programs.

How does this compare to the Strategic Plan Work Plan for 2005-06?

WTA activities provided compared with the work plan had mixed results which can be attributed to the personnel changes at WTA in 2005 and perhaps overly optimistic objectives (Table 28).

Table 28: Westside Transportation Alliance Activities

	Objective	2004-05 Outputs & Outcomes	2005-06 Outputs & Outcomes
From 5-Year Strategic Plan			
Expand TMAs in Regional Centers			
Add a TMA representative to Washington Square	Created reciprocal membership with Hillsboro Chamber of Commerce	Delayed due to board turnover	Will not be pursuing this goal
Add a TMA representative to Hillsboro (planned for 2005-06)	Leverage regional center development	Created reciprocal membership with Hillsboro Chamber of Commerce	Acted as a lead partner with the Hillsboro 2020 Vision.
Ongoing WTA Activities and Programs			
Expand Membership Distribute outreach materials	15 new members - 3 years	Membership down form 31 in 2001to 28 in 2003 to 16 in 2005 Prepared and distributed brochure.	The membership remained the same (16 members).
Produce Bi-weekly newsflash for all ETCs	Reach 150 ETCs on record	Only used during Caerfree Commuter Challenge	?
Produce Bi-monthly newsletter	200 distribution	Latest two issues on website and sent via e-mail list of 110 ETCs.	?
Produce ETC T-Fair	150 ETCs on record	At least one fair conducted.	Attended at least one T-Fair held at a member organization
Carefree Commuter Challenge	Reduce VMT by 20,000 miles per year	The Carefree Commuter Challenge was held in 2005 as a regionwide competition. 68 companies and 2,000 employees participated. WTA estimated that the Challenge reduced 30,000 trips and 235,000 VMT.	The Carefree Commuter Challenge was held in 2006 as a regionwide competition. 112 companies and 53,500 employees participated. WTA estimated that the Challenge reduced 521,661 VMT.
Education Grant			
Develop Education program	Educate Washington County Employers on strategies of TDM and reduce VMT	No special projects or program were developed for this goal	Began research to create a TDM training curriculum
RTO funding	$24,750 RTO TMA fund $52,500 Region 2040	$24,750 from RTO TMA fund $35,653 from Region 2040 grant $12,245 in cash & in-kind donations for Carfree Commuter Challenge	$24,750 from RTO TMA fund $24,576 from Region 2040 grant
Program Impact	32 members 27,000+ employees Non-SOV mode split not measured Annual VMT reduction not measured	16 members WTA estimates that they reach 29,000 employees	16 members
Cost/VMT reduced	Not measured	Not estimated	Not estimated

What was the level of participation in the activities?

Participation rates in all programs were not measured. There were 16 member employers. The TriMet employer survey database includes 203 sites (165 sites were sites TriMet has contacted in the past three years) in Washington County. This indicates that less than 10% of the employers that are engaged in some trip reduction activities are members of WTA; however, WTA members may account for a higher percentage of employees, if larger employees are members, which is likely.

The 2006 Carfree Commute Challenge involved 112 employers and about 53,500 employees regionwide. This is a significant increase from 68 participated employers in 2005.

What was the level of satisfaction with the activities?

No data collected.

To what extent did participants use travel options?

Program impacts were not comprehensively measured during 2005-06. The WTA did not collect employer survey data. The data from the TriMet employer survey database for Washington County appears in Table 29.

WTA estimated that the Carefree Commuter Challenge involved 53,500 employees, reducing 521,661 VMT.

How does this compare to the work plan in the 5-year Strategic Plan?

The *Strategic Plan Work Plan* estimated that the Carefree Commuter Challenge would reduce 20,000 VMT each year. The event appears to have exceeded that target. The *Work Plan* did not have overall mode split or VMT reduction objectives.

How does this compare to the RTP modal objectives?

About 12% of the Washington County employers in the TriMet survey database meet the objective of 45% non-SOV use. This is a significant increase over the figure reported in the *2004-05 Program Evaluation*.

Table 29: Distribution of Washington County Worksites by Non-SOV Mode Share

Non-SOV mode share	% of worksites
45.0% & higher	12%
35% - 44.9%	14%
25% - 34.9%	12%
15% - 24.9%	30%
Under 15%	33%
N	203

Source: TriMet employer database.

To what extent does the program support the RTO objectives?

RTO Objective	Supportive?
Reduce drive-alone trips and encourage alternative modes	Yes. WTA encourages alternative modes through its website and events such as the Carefree Commuter Challenge (CCC) and employer fairs.
Regional coordination and communication	Yes. The CCC is regional. WTA staff attend regional RTO meetings and communicate regularly with other TMA directors
Include all trips, not just commute trips	Yes. In the past, the program has focused on commute trips. The WTA now brings this message in its outreach materials
Connections to other goals:	
2040 centers and corridors	Yes. Several centers and corridors are located within the WTA's area.
Transit-oriented development	Unclear.
TriMet transit investment	Yes. There are several MAX stations in the WTA's area.
Community health	Yes, to the extent that participating employees choose to walk or bike.
Air and water quality	Yes, to the extent that trips and VMT are reduced

Conclusions

Personnel turnover in 2005 contributed to a loss of focus for WTA. With the new executive director on board and an operations plan to focus efforts, WTA is poised to get back on track. Under WTA's guidance, the CCC event is growing in popularity as a way to promote and celebrate transportation options. This program appears to have exceeded its target to reduce VMT.

Recommendations

- Implement a comprehensive program to track activities (outputs) and outcomes.
- Use the TriMet employer survey database to target and track participation.

Appendix I: Troutdale Area TMA (TATMA)

Program Background

The TATMA was formed in April 2004, as a Division of the West Columbia Gorge Chamber of Commerce with regional CMAQ funding from the RTO program. Prior to TATMA's formation there was a feasibility study conducted over a 10-month period starting in September 2002. As a part of the feasibility study, the Stakeholder Working Group (SWG) identified five action items for the TATMA:

1. Improve and enhance linkages to Regional Transportation System/TDM

2. Mitigate or eliminate circulation impediments – physical barriers.

3. Mitigate or eliminate congestion impediments – internal and external accessibility

4. Establish an urban renewal district in Troutdale.

5. Establish a committed leadership group to set a consensus transportation vision for Troutdale and advocate for that vision.

The TATMA's mission statement developed during the feasibility study is "To develop an association that will increase the awareness of transportation issues in the Troutdale area, by area businesses and their employees."

Funding from the RTO TMA fund for the 2006-2006 fiscal year totaled $37,688.

Evaluation

According to the TATMA, it's role as an advocate for transportation improvements and options was perhaps best realized through their participation on the committee that worked to form a Troutdale Urban Renewal District (approved May 2006), which was a goal in the TMA feasibility study. Transportation-related projects included in the urban renewal plan provide for better connectivity from downtown to the outlet mall.

Data Sources

Baseline program goals were taken from the *Troutdale Area TMA Feasibility Study* and the current work plan. Additionally, quarterly reports were provided covering three quarters from July 16, 2005 to June 30, 2006.

Activities

The action items in the feasibility study served to inform the TATMA annual work plan, and guide activities. Table 30 illustrates the activities, objectives and outcomes for 2005 and 2006. Many of the services TATTMA provides have to do with encouragement and raising awareness of transportation and parking options in the Troutdale area.

How does this compare to the Strategic Plan Work Plan for 2005-2006?

The TATMA was not included in the *Strategic Plan Work Plan*. The activities performed compare favorably with the objectives outlined in the *Feasibility Study*.

Table 30: Troutdale Area TMA Activities

	Objective	2004-05 Outputs & Outcomes	2005-06 Outputs & Outcomes
Organization To develop an association that will increase the awareness of transportation issues in the Troutdale area, by area businesses and their employees.	Provide transportation advisory services	Served in transportation advisory capacity to committee for Urban Renewal District	Meeting with the TMA Stakeholder groups; working to organize a bicycle safety workshop
Transit To increase employer/employee awareness of existing services available to them through TriMet.	Become transit fluent	Worked with TriMet on express bus option (Max quicker), rode the two area buses	Discussing with the stakeholders group the possible of re-vamping the idea of a Troutdale trolley system
	Determine access and bus shelter needs	Performed bus shelter assessment made recommendations to TriMet	Performed bus shelter assessment made recommendations to TriMet
	Provide transit info	Brochure rack and transit info available at TATMA offices	Brochure rack and transit info available at TATMA offices
	Negotiate ability to sell bus passes	Project dropped - not enough current demand	
Bicycling To promote bicycling activities through Troutdale and the Columbia Gorge.	Promote bicycling in and through Troutdale and Columbia Gorge	Purchased bicycle helmets for bicycle rental shop. Businesses putting up racks	Involved in bicycle rentals with a local Troutdale business
General Business Outreach To increase the awareness of transportation options and programs	Develop brochure and logo	Logo	Developed a TMA Brochure
	Develop TATMA website by July 2006	Not yet available	
	Develop target employer list – meet with 4 businesses per month	Unknown	
	Plan and participate in Business, Industry Tourism showcase	Held in May 2005	Participated in the Aviation Tourism Showcase in May 2005

What was the level of participation in the activities?

As planned in the *Feasibility Study*, meetings with the Stakeholders Working Group (SWG) were held quarterly during 2005-06. TATMA staff participated in the development of the Troutdale Transportation System Plan, as part of the Technical Advisory Committee. Also TATMA started bicycle rentals with a local Troutdale business. TMA received funds for a helmet giveaway. TATMA worked with TriMet to identify stops for shelters and whether an express route to downtown was feasible. Other outreach efforts were successful but not measured, except as noted in Table 30.

What was the level of satisfaction with the activities?

Not measured.

To what extent did participants use travel options?

Not measured. Based upon the activities undertaken, there was likely little change in travel modes as a result in 2005-06.

How does this compare to the work plan in the 5-year Strategic Plan?

Not included in *Strategic Plan Work Plan. Feasibility Study* did not include objectives for participation in travel options.

How does this compare to the RTP modal objectives?

There is only one employer in the TriMet survey database in the Troutdale area. The TATMA likely has a long way to go to increase non-SOV mode share to 45%.

To what extent does the program support the RTO objectives?

RTO Objective	Supportive?
Reduce drive-alone trips and encourage alternative modes	Somewhat. The objectives for increasing travel options are modest and not quantified.
Regional coordination and communication	Unclear.
Include all trips, not just commute trips	Probably.
Connections to other goals:	
2040 centers and corridors	Yes. Troutdale is a center.
Transit-oriented development	Unlikely.
TriMet transit investment	Limited transit available.
Community health	Yes, to the extent that residents and employees choose to walk or bike in the future.
Air and water quality	Yes, to the extent that trips and VMT are reduced in the future

Conclusions

TATMA is the newest startup TMA in the region and has struggled somewhat with a learning curve. Due to the startup aspect of TATMA and the low density suburban land uses in far eastern Multnomah County, identifying measurable objectives is challenging. It is unclear from the information provided whether significant increases in activity occurred in 2005-06 compared to 2004-05. It is unlikely that any measurable reduction in non-SOV trips occurred as a result of the organization's activities. Metro staff indicates that the TATMA did not demonstrate any activities in the first half of the 2006-07 fiscal year (July through December 2006) and, therefore, did not receive funding. Metro has since worked with TATMA to develop a new work plan for 2007.

Recommendations

- Implement a comprehensive program to track activities (outputs) and outcomes.
- Develop specific outcome objectives. Ensure that TMA objectives are consistent with RTO objectives, to the extent that RTO funds are used.

Appendix J: Clackamas Regional Center TMA

Program Background

The Clackamas Regional Center Transportation Management Association (CRC-TMA) was started in February 2002 following a feasibility study and was funded with region's CMAQ TMA funds. The TMA was established to address the growing transportation and transit accessibility needs of the Clackamas Regional Center business community. The mission of the CRC-TMA is to provide education to increase the awareness of commute options and promote all forms of alternative transportation, thus decreasing the traffic congestion and providing reasonable access to the Clackamas Regional Center (CRC-TMA website). Wilda Parks, the Chamber CEO, had been acting director through 2005. Bruce Erickson was hired as the TMA director in early 2006, after starting as a contractor in fall 2005. However, he left the TMA in late 2006.

In 2005-06 the CRC-TMA received $24,750 from the RTO TMA fund.

Evaluation

Data Sources

The evaluation is based upon the report submitted to Metro.

What activities were provided?

As noted in Table 31, many of the services CRC-TMA provided have to do with encouragement and raising awareness of transportation and parking options in the area.

How does this compare to the Strategic Plan Work Plan for 2004-05?

The CRC-TMA accomplished many of the outreach activities in the Work Plan. However, the shuttle was discontinued and transportation fairs were not held as frequently as planned.

Table 31: Clackamas Regional Center TMA Activities for 2004-05

	Objective	2004-05 Outputs & Outcomes	2005-06 Outputs & Outcomes
From 5-Year Strategic Plan			
Administration Implementation			
Director, Clerical support	Office Space, work station, printing support	Ongoing	Ongoing
Regional Coordination			
Participate in regional TDM meetings	Achieve a *true* regional TDM program	Attended meetings	Attended meetings
Employer Programs			
Shuttle service	75-100 trips per day	Discontinued. Being re-evaluated	Discontinued in 2005
Develop online newsletter	Reach all 8,000 employees in service area	2005 edition online	Quarterly newsletter is printable from the website
Maintain website	Keep Current	Could use updating	Reconstructed the website
Monthly T-Fairs	12 per year	Quarterly	Quarterly Not sure
CarFree/Carefree Sponsorship	Participate in program expansion	Assisted in promotion	
Develop brochure	Mailed to 1,600 employers (?)	Completed	
Newsletter	Quarterly	Latest on website, Sept. 2002	Quarterly newsletter is printable from the website
Grow TMA membership	5% per year	Not reported	Not reported
Communication program	radio spot	Weekly 3 min radio spot at 6:57 am	TMA coordinator was interviewed on a live radio broadcast. Article written by TMA coordinator for the Oregonian about DriveLessSaveMore campaign.
RTO CMAQ funding	$24,750 RTO TMA fund	$24,750	$24,750
Program impact	20 members 4,000 employees No estimate for non-SOV mode split or VMT reduction	Not measured	Not measured
Cost/VMT reduced	Not estimated	Not measured	Not measured

What was the level of participation in the services?

According to the CRC-TMA, the transit fairs were well-attended and business recognition and support is up. One of the large employers in the area, Kaiser Sunnyside Medical Center joined the TMA. Transit Fairs were held as well as four showcases; two SPLASH! events, AM Business Connection and Business After Hours. However, because the new Director left without notice or concern, projects he was working on were not sustained or completed, including the project evaluation recommendations submitted by Portland State University.

What was the level of satisfaction with the services?

Six financial stakeholders invested nearly $30,000 into CRC-TMA,

To what extent did participants use travel options?

Not measured.

How does this compare to the work plan in the 5-year Strategic Plan?

Unknown.

How does this compare to the RTP modal objectives?

There were 38 worksites (of which, 36 worksites TriMet has contacted in the past three years) in the TriMet employer survey database that are within the boundaries of the CRC-TMA. Four of these sites (11%) met the non-SOV target of 45% according to their last survey (Table 32). However, for two of these sites the survey data was from 2002 or earlier and those results may no longer be true. Most sites (47%) had fewer than 15% of commute trips being made on non-SOV modes.

Table 32: Distribution of CRC-TMA Worksites by Non-SOV Mode Share

	% of worksites	
Non-SOV mode share	All surveys	Surveys since July 2004
45.0% & higher	11%	0%
35% - 44.9%	3%	4%
25% - 34.9%	13%	11%
15% - 24.9%	26%	32%
Under 15%	47%	54%
N	38	28

Source: TriMet employer database.

To what extent does the program support the RTO objectives?

RTO Objective	Supportive?
Reduce drive-alone trips and encourage alternative modes	Yes. However, the objectives for increasing travel options are not quantified.
Regional coordination and communication	TMA staff met with regional TMA directors and attended RTO meetings.
Include all trips, not just commute trips	The CRC-TMA would like to include programs that address non-work trips.
Connections to other goals:	
2040 centers and corridors	Yes. The TMA includes a center.
Transit-oriented development	Unclear.
TriMet transit investment	Future MAX stations will be located within the TMA. CRC-TMA is poised for the growth of the area by promoting transit and the new light rail line to be constructed along the I-205 corridor.
Community health	Yes, to the extent that residents and employees choose to walk or bike in the future.
Air and water quality	Yes, to the extent that trips and VMT are reduced in the future

Conclusions

As noted, CRC-TMA completed many of the tasks laid out in the work plan for 2005-06. The website was reconstructed, with a downloadable quarterly newsletter and an easier links to partners. Also a large employer joined the TMA. The TMA has established itself in the region and has had some success with transit fair promotions. They have also had success building business support and recognition.

Recommendations

- Implement a comprehensive program to track activities (outputs) and outcomes. This can include use of the TriMet employer surveys.
- Develop specific outcome objectives. Ensure that TMA objectives are consistent with RTO objectives, to the extent that RTO funds are used.

Appendix K: Gresham Regional Center TMA

Program Background

The Gresham Regional Center TMA (GRC-TMA) was formed and received its first three-year grant in August of 2001. It is managed by the Gresham Downtown Development Association (GDDA) who has committed to a local match and partners with the City of Gresham and TriMet. Kathy Everett, the executive director of the GDDA, has been with the program for over five years and also serves as the executive director of the GRC-TMA on a 50/50 time allocation.

The program fits well as a partner with the GDDA because the original impetus for forming the TMA was better management of parking for the economic development of the downtown. The GRC-TMA boundaries include the historic downtown, Gresham Town Fair, Gresham Square and Gresham Station which includes City Hall.

The mission of the GRC-TMA as reported on the website is "To bring together a coalition of local businesses, public agencies and citizens dedicated to improving access options for employees and customers of the Gresham Regional Center (GRC) and enhancing the GRC as the economic engine of East Multnomah County."

GRC-TMA is funded through the RTO program ($24,750 annually).

Evaluation

Data Sources

The evaluation is based upon the report submitted to Metro.

What activities were provided?

As noted in Table 33, over the 2005-2006 program year many of the activities GRC-TMA provides have to do with encouragement and raising awareness of transportation and parking options in the area. On a regional coordination level, GRC-TMA participated in TMA director meetings, the CarpoolMatchNW service, and distributed a TMA brochure to local businesses in the downtown.

TMA staff met with TriMet on a number of issues over the course of the year including possible development of a fareless square in the district, a shuttle to/from Gresham Station and the downtown, increased service and identifying access issues, and subsidy of transit passes for small businesses. Pedestrian pathways and sidewalk plans and projects were developed in conjunction with the city for at transit stations and along Main Street and other specified locations.

The TMA is partnering with the City of Gresham to work on a Transportation Growth Management grant, to outline specific design criteria and emphasize pedestrian connectivity it an update to the Downtown Plan. This effort aims to improve the pedestrian friendliness of the Regional Center, to reduce unnecessary vehicle trips, and focus pedestrian connections to light rail, Springwater Trail, and bus connections.

How does this compare to the Strategic Plan Work Plan for 2004-05?

The services provided are shown in Table 33.

Table 33: Gresham Regional Center TMA Activities for 2005-06

	Objective	2004-05 Outputs & Outcomes	2005-06 Outputs & Outcomes
Program Development			
Regional TDM coordination	Maintain	Would like meetings to be more often (monthly) with programmatic piece	Attend meetings; working with TriMet
Promote CarpoolMatchNW	Increase carpools by 10%	Not measured by TMA. 12 registrants with Gresham destinations added to CarpoolMatchNW in 2004-05. This would optimistically result in 1-2 new carpools.	Participate in Carpool program
Work to improve transit frequency /accessibility	Improve performance and efficiency of local transit	Working on downtown/center shuttle, inventoried access challenges	Working with TriMet to ensure safe and easily accessible transit stops, investigate new stops; investing the concept of "Fareless Square" for Regional Center
Coordinate w/ City, TriMet, local businesses	On a monthly basis	Director sits on city Transportation committee	Coordination between city, TriMet, TMA and businesses
TMA Business Climate survey development and report	Once a year	As part of GDDA efforts	Conducted baseline survey
Monthly meetings with TMA action committee	Increase number of monthly participants by 10%	Increased Board (GDDA) size from 7 to 11 – monthly meetings	Held monthly meetings
Strategic Planning Effort w/GDDA Board	Develop Three-year revolving work plan	Completed	Completed in 2004-05
Work with City, Town Fair and East Hill Church to develop access routes for pedestrians	Develop two access routes	Inventoried access challenges	On-going
Customer First program	Expand reach of program, to larger regional center by 10% per year	Used in new leases where City has land control	Conducted Parking lot survey
Develop education/awareness program to communicate alternative options	Increase local awareness of transportation options for 250 people	Distributed brochures throughout the TMA area.	Distributed brochures to 100 potential businesses
Develop a work plan and implementation strategy with the City to maintain downtown parking supplies	Assume operational and maintenance control of downtown public parking supply.	Performed inventory and survey of downtown parking	On-going
RTO funds	$24,750 RTO TMA	$24,750 RTO TMA	$24,750 RTO TMA
Program Impact	172 members 2,658 employees represented 19.8% non-SOV mode split 6,613 annual VMT reduction	Membership did not reach 172 Unlikely that other program impacts were achieved.	
Cost effectiveness	$3.26/VMT reduced	Not estimated	

What was the level of participation in the activities?

Monthly TMA action committee meetings were held and well attended. Membership in the Board (the GDDA serves as the TMA action committee) was increased from seven to eleven members. Participation in the bike events and projects funded through the 2040 CMAQ grant was high, according to the GRC-TMA. Other outreach efforts were successful according to the TMA, but they not measured, except as noted in Table 33.

What was the level of satisfaction with the activities?

Not measured.

To what extent did participants use travel options?

Not measured.

How does this compare to the work plan in the 5-year Strategic Plan?

Though data was not collected by GRC-TMA on commute travel, it is unlikely that the program impacts anticipated in the *Strategic Plan Work Plan* were achieved. The *Plan* projected 172 members, a level that was not achieved.

How does this compare to the RTP modal objectives?

There were only seven work sites in the TriMet employer survey database that are within the TMA's boundaries. Of these, one site had a non-SOV mode share of 29% and the remaining had a 25% or lower.

To what extent does the program support the RTO objectives?

RTO Objective	Supportive?
Reduce drive-alone trips and encourage alternative modes	Yes, to some extent. GRC-TMA encourages alternative modes through the distribution of brochures, events and identification of need capital improvements for sidewalks and transit access. Unclear whether the Customer First promotes non-SOV modes. It could reduce short auto trips if customers can park more centrally. However, this has not be demonstrated.
Regional coordination and communication	Yes. GRC-TMA meets regularly with TriMet and the City.
Include all trips, not just commute trips	Yes, to some extent. 2040 bike project included all trips.
Connections to other goals:	
2040 centers and corridors	Yes. The TMA covers a center.
Transit-oriented development	Yes.
TriMet transit investment	Yes. MAX operates within the TMA.
Community health	Yes, to the extent that residents and employees choose to walk or bike in the future. The Region 2040 grant project focused on bicycling and children.
Air and water quality	Yes, to the extent that trips and VMT are reduced in the future

Conclusions

As noted, GRC-TMA completed many of the tasks laid out in the work plan for the 2005-06 fiscal year. The TMA feels that it has established itself in the community and has had some success with promotions like the Kids Bike Parade, other bicycle projects for encouraging bicycle use, and the Customer First program. However, it is unclear how well the Customer First program promotes non-SOV options. Overall, the GRC-TMA compares favorably with other startup TMAs in the region. However, GRC-TMA is only two years younger than Swan Island TMA, and while they have done a good job raising awareness of TDM programs, GRC-TMA could develop better ways to measure results.

Recommendations

In response to the *2004-05 Program Evaluation* recommendations, the Gresham Regional Center Transportation Management Association is currently working with Metro and the City of Gresham to conduct a baseline survey of employees and employers in the Regional Center. They expect to distribute the survey in mid-2007. The GRC-TMA is now collecting data from participants at events sponsored by the TMA. In addition, in modifying the TMA board from the GDDA board to a larger group of stakeholders, the TMA has included two positions, which must be filled by large employers within the Regional Center. This is an effort to engage and work with large employers on transit access.

- Implement a comprehensive program to track activities (outputs) and outcomes. This can include use of the TriMet employer surveys.

- Develop specific outcome objectives. Ensure that TMA objectives are consistent with RTO objectives, to the extent that RTO funds are used.

- Increase efforts to work with large employers with good transit access.

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APPENDICES

LIST OF ACRONYMS

ADA Americans with Disabilities Act
ATMS Advanced Traffic Management System
AQMA Air Quality Maintenance Area
CAAA Clean Air Act Amendments of 1990 (Federal)
CMAQ Congestion Mitigation/Air Quality Program
DEIS Draft Environmental Impact Statement
DEQ Department of Environmental Quality (State)
EPA Environmental Protection Agency
FEIS Final Environmental Impact Statement
FHWA Federal Highway Administration
FTA Federal Transit Administration
HCT High-Capacity Transit
HOV High-Occupancy Vehicle
ISTEA Intermodal Surface Transportation Efficiency Act of 1991 (Federal)
JPACT Joint Policy Advisory Committee on Transportation (Regional)
LCDC Land Conservation and Development Commission (State)
LRT Light Rail Transit (MAX)
LOS Level of Service
MCCI Metro Committee for Citizen Involvement
MIS Major Investment Study
MPO Metropolitan Planning Organization (Metro)
MSTIP Major Streets Improvement Program
MTIP Metropolitan Transportation Improvement Program
NAAQS National Ambient Air Quality Standards (Federal)
NEPA National Environmental Protection Act (Federal)
NHS National Highway System
OAR Oregon Administrative Rules
ODOT Oregon Department of Transportation (State)
ORS Oregon Revised Statutes (State)
OTC Oregon Transportation Commission (State)
PD Project Development
PE Preliminary Engineering
RFP Regional Framework Plan (Metro)
ROW Right-of-Way
RTC Regional Transportation Council (MPO for Southwest Washington)
RTP Regional Transportation Plan (Metro)
RUGGO Regional Urban Growth Goals and Objectives (Metro)
SMART South Metro Area Rapid Transit (Wilsonville)
SIP Oregon State (Air Quality) Implementation Plan
SOV Single-Occupancy Vehicle
STIP Statewide Transportation Improvement Program
STP Surface Transportation Program
TAZ Transportation Analysis Zones
TCM Transportation Control Measures
TDM Transportation Demand Management
TMA Transportation Management Area (Federal)
TMA Transportation Management Association
TOD Transit-Oriented Development
TPAC Transportation Policy Alternatives Committee (Regional)
TPR Transportation Planning Rule (State)
TriMet Tri-County Metropolitan Transportation District
TSM Transportation System Management
USDOT United States Department of Transportation
VMT Vehicle Miles Traveled
WSDOT Washington State Department of Transportation

Chapter 1
Overview of MTIP Contents and Development Process

METRO

PEOPLE PLACES
OPEN SPACES

1.1 MTIP PURPOSE

The Metropolitan Transportation Improvement Program (MTIP) schedules spending of federal transportation funds in coordination with significant state and local funds in the Portland metropolitan region for the federal fiscal years 2008 through 2011. It also demonstrates how these projects comply with federal regulations regarding project eligibility, air quality impacts, environmental justice and public involvement.

Metro is the Portland area's designated Metropolitan Planning Organization (MPO). As the MPO, Metro is the lead agency for development of regional transportation plans and the scheduling of federal transportation funds in the Portland urban area. Regulations of the United States Department of Transportation (USDOT) require the MPO to develop a long-range Regional Transportation Plan (RTP). The Plan must identify revenue that can be reasonably anticipated over a 20-year period for transportation purposes. It also states the region's transportation goals and policies and identify the range of multi-modal transportation projects that are needed to implement them.

No project may receive federal funds if it is not approved in the RTP. However, the RTP approves more projects than can be afforded by the region in any given year. Just as Metro is required to develop an RTP, it is also mandated to develop a Metropolitan Transportation Improvement Program (MTIP) for the Portland urban area. The MTIP process is used to determine which projects included in the Plan will be given funding priority year by year.

1.2 MTIP CONTENT

The MTIP must be revised at least every two years and must address federally funded highway and transit projects and state or locally funded projects that have a potential to measurably affect the region's air quality. The most detailed information is required for federally funded highway and transit projects. For these, the MTIP must:

- describe the projects sufficiently to determine their air quality effects;
- identify the type of federal funding that will be used, and the amount of local matching funds;
- schedule the anticipated year in which funds will be committed to a particular project; and
- specify the phases of work to be supported by identified funds (e.g., construction, right-of-way acquisition or design).

This information is included in Chapter 4 of the MTIP. Appendix 5, the RTP's financially constrained project list, included in Appendix 1, provides additional

information about the projects. It is these project descriptions that are used to model air quality effects.

In addition to this level of detail for federally funded projects, the MTIP must also describe other significant state or locally funded projects that have a potential to affect regional compliance with federal air quality standards. The information about these projects is limited to a description of the intended scope, concept and timing of the projects that is sufficient to model their potential air quality effects, total cost and responsible agency. The financially constrained project list provides information for all projects anticipated in the region, including those that will not rely on federal funds.

This document, the 2008–11 MTIP, supplies transportation program information for the Portland urbanized area during the four-year period beginning October 1, 2007 and ending September 30, 20011 (federal fiscal years 2008 through 2011). However, each four-year MTIP is updated every two years, overlapping the previous MTIP document. Therefore, most projects in the last two years of an MTIP are carried into the next MTIP. The carryover programming, however, is not static. Slow progress on early phases of some of the projects has caused their construction phases to slip to years later than originally expected. Conversely, some of the new projects, or their early phases, that have been allocated funds anticipated for 2010-11, are ready to proceed immediately. Therefore, the current program reflects a blending of the old and new programming across the four years addressed in the document. *The full four-year program is shown in Chapter 4.*

1.3 2008-11 MTIP DEVELOPMENT PROCESS

Metro works with the local, regional, state and federal jurisdictions that own, operate or regulate the region's transportation system to develop the MTIP. These jurisdictions include 25 cities, three counties, two parks districts, TriMet, South Metro Area Rapid Transit (SMART), the Oregon Departments of Transportation and Environmental Quality, the Port of Portland, the Federal Highway Administration, the Federal Transit Administration (FTA) and the city of Vancouver and Clark County in the state of Washington.

The 2008-11 MTIP reflects results of several coordinated allocation processes that prioritize projects and programs in the long-range Regional Transportation Plan with revenues forecasted as available in the four year MTIP period. Primary among these processes is the prioritization of state highway modernization projects in the region and the allocation of regional flexible funds. The region also coordinates its priorities of requests for High Priority Project transportation funding, or "earmarks", from the region's Congressional delegation for each authorization and appropriation bill. Cooperative regional planning also leads to prioritization and request for discretionary

sources of federal revenues that are distributed to competing projects across the country such as New Starts transit funding.

The allocation of "regional flexible funds" concluded in March 2007. Metro is responsible for soliciting projects and awarding the funding for two categories of federal transportation funds, regional Surface Transportation Program (STP) funds and Congestion Mitigation/Air Quality (CMAQ) funds, referred to collectively as "regional flexible funds". Metro's STP funds are a specific portion of all the STP funds appropriated to the state of Oregon and come to Metro in its role as the MPO of an urban area with a population greater than 200,000. The CMAQ funds are sub-allocated to Metro by the state to fund projects that will help the region comply with federal and state air quality regulations.

ODOT, in cooperation with Metro staff, administers the process for allocation of funds for state highway program areas. The program areas include modernization (new capacity projects), safety, bridge, preservation, operations, and enhancements. The prioritization of state highway modernization projects from the RTP is closely coordinated with the allocation of regional flexible funds with agency consultations, joint public hearings, and coordinated technical evaluation procedures. The prioritization of projects in the safety, bridge, and preservation portions of the highway programming are directly influenced by facility management systems that identify and prioritize needs based on technical data about the conditions or incidents on highway facilities. Coordination by ODOT with local agencies and the public tend to focus on coordination of project timing with other transportation projects, although project design and an increased consideration of urban issues related to design and management system data inputs emerged as issues in coordination activities this cycle. The Enhancement program prioritization process is administered as a statewide competitive grant program (with a small discretionary component) that the MPO is requested to comment on the applications received and a coordinated public outreach process.

TriMet prioritizes its capital projects from the RTP that are included in the MTIP through a rolling 5-year Transit Investment Plan. In addition to their own public outreach process, TriMet staff participate in the coordinated public outreach associated with the prioritization of regional flexible funds and ODOT program areas. TriMet and SMART projects and programs for the elderly and disabled communities are prioritized from the Coordinated Public Transit/Human Services transportation plan through the STFAC committee. This committee prioritizes projects and services from revenues sub-allocated to the region for these purposes and also prioritizes requests to the state for discretionary and formula funds administered by the state.

All funds programmed to projects in the MTIP must be included without change, either wholly or by reference, in the State TIP (STIP). The Governor would resolve any

disagreement between Metro and ODOT regarding any approved funds, though this has never occurred.

1.4 FISCAL CONSTRAINT

Federal regulations require the MTIP to be "constrained to reasonably expected revenue." As shown in Table 1.4-1 below, the 2008-11 MTIP meets this test by demonstrating a balanced program of future revenue forecasts and project cost estimates, agreements with ODOT for reliance on statewide sources of project funding and biennial program corrections.

The core of the MTIP's federal revenue projection is that anticipated federal appropriations, for both highway and transit purposes, are outlined in the six-year federal transportation act (SAFETEA-LU), which is the source of federal assistance for Metro, TriMet and ODOT. Starting with SAFETEA-LU's authorization schedule, Metro works with ODOT to develop reasonable six-year appropriation estimates.

As there is no way to precisely predict how much will actually be appropriated the Transportation Priorities regional flexible funding allocation, Metro allocates funding commitments to the maximum authorized in the Act, corrected to account for actual funding limitations as they occur and impact available revenues. As the current federal authorization bill is only in effect for the first two years of the four-year MTIP, the 2010 and 2011 STP and CMAQ revenue forecast used a 2.0% increase in revenues factor applied to the 2009 revenues authorized. The urban STP and CMAQ revenue projections and programmed project costs for year 2008 through 2011 are summarized in Table 1.4-1 below. This table demonstrates that programming of these funds meet federal requirements for fiscal constraint of these funding programs. Fiscal constraint will be maintained as revenue forecasts are updated through the life of the MTIP document through the project programming, selection and amendment process described below.

In a similar fashion, Metro relies on TriMet estimates of anticipated federal transit assistance, based again on using historical trends to discount the maximum transit amounts authorized in SAFETEA-LU. With respect to state transportation funding, ODOT collects and distributes the state's gas tax, truck weight/mile tax and vehicle registration fee revenues. As with TriMet, Metro relies on ODOT's projections of federal and state revenues that will be made available to Region 1 projects under formulas implemented by the Oregon Transportation Commission (OTC) on an annual basis.

During the four years of this MTIP, ODOT is projecting expenditure of approximately $430 million of combined federal and state revenue over the four years, within the urban portion of Region 1. TriMet expects to receive approximately $495 million of

federal funding, excluding regional flexible funds programmed by Metro. The MTIP does not report TriMet's general fund revenues other than local match needed for federal projects.

Approximately $129 million of regional flexible funds are forecast to be provided regional projects during the four year's addressed by the 2008-11 MTIP, although obligation limitations will extend some of these funding commitments to future years.

Table 1.4-1 demonstrates that more revenue is forecast during the four-year period of the MTIP than have been scheduled for spending on projects and programs.

The current authorizing legislation, SAFETEA-LU will expire after 2009 and revenue estimates for 2010 and 2011 are made without benefit of federal reauthorization legislation that will define funding authority for these programs. The forecasted revenues and program of projects, however, is clearly consistent with the reasonably anticipated revenues for the region, as directed by federal guidelines.

TABLE 1.4-1
DEMONSTRATION OF FISCAL CONSTRAINT

Project/Program Costs

	FY 08	FY 09	FY 10	FY 11	TOTAL
METRO (Local & Regional)	$90,217,213	$165,759,449	$45,226,233	$36,614,584	$337,817,479
TRANSIT	$228,719,297	$214,181,058	$192,273,868	$103,377,955	$738,552,177
STATE (ODOT)	$193,172,000	$149,310,000	$45,914,000	$32,345,000	$420,741,000
Project/Program Cost Total	**$512,108,510**	**$529,250,507**	**$283,414,101**	**$172,337,539**	**$1,497,110,656**

TABLE 1.4-2 DEMONSTRATION OF FISCAL CONSTRAINT CONTINUED

Estimated Revenue Sources

	FY 08	FY 09	FY 10	FY 11	TOTAL
METRO (Local & Regional)					
STP Funds*	$16,633,673	$19,401,821	$19,778,402	$20,162,292	$75,976,188
CMAQ Funds*	$17,879,019	$12,510,120	$12,762,906	$13,020,800	$56,172,845
SAFETEA Earmarks (HPP)	$23,809,342	$48,625,781	$0	$0	$72,435,123
Local Match Requirement	$7,334,533	$9,069,607	$3,602,524	$3,759,623	$23,766,287
City/County Local Over-Match	$18,800,145	$77,447,798	$10,148,106	$6,766	$106,402,815
METRO Sub-Total	**$77,711,160**	**$167,055,127**	**$46,291,938**	**$36,949,481**	**$334,753,258**
TRANSIT					
Section 5307 - Urbanized Area Formula Program	$43,736,000	$46,926,400	$35,642,575	$36,730,702	$163,035,677
Section 5309 - Rail & Fixed Guideway Modernization	$8,729,540	$9,265,230	$9,550,600	$10,123,636	$37,669,006
Section 5309 - Major Capital New Starts & Small Starts	$80,000,000	$80,000,000	$80,000,000	$25,413,000	$265,413,000
Section 5309 - SAFETEA LU Earmark	$912,536	$338,572	$0	$0	$1,251,108
Section 5310 - Elderly & Disabled Program	$1,143,772	$0	$0	$0	$1,143,772
Section 5314 - Special Demonstration Projects	$1,000,000	$1,000,000	$0	$0	$2,000,000
Section 5316 - Jobs Access & Reverse Commute	$1,845,455	$705,656	$747,995	$792,874	$4,091,980
Section 5317 - New Freedom Program	$1,038,693	$386,830	$410,040	$434,642	$2,270,205
Section 5505 - University Trans Research Program	$3,200,000	$3,500,000	$0	$0	$6,700,000
State STP Funds - Public Transit Allocations	$12,741,065	$0	$0	$0	$12,741,065
Transit Local Match	$74,372,236	$72,058,370	$65,922,658	$29,883,101	$242,236,364
TRANSIT Sub-Total	**$228,719,297**	**$214,181,058**	**$192,273,868**	**$103,377,955**	**$738,552,177**

TABLE 1.4-2 DEMONSTRATION OF FISCAL CONSTRAINT CONTINUED

	FY 08	FY 09	FY 10	FY 11	TOTAL
STATE (ODOT)	*State local match included in amounts below*				
Interstate Maintenance	$18,536,644	$14,327,679	$4,405,874	$3,103,803	$40,374,000
Highway Modernization	$29,732,366	$22,981,279	$7,066,924	$4,978,431	$64,759,000
Highway Preservation	$18,197,352	$14,065,427	$4,325,230	$3,046,991	$39,635,000
Highway Safety/HEP	$8,449,246	$6,530,744	$2,008,255	$1,414,754	$18,403,000
Highway Operations	$8,684,317	$6,712,440	$2,064,128	$1,454,115	$18,915,000
Bridge/HBRR	$20,029,713	$15,481,729	$4,760,753	$3,353,804	$43,626,000
Highway Bike/Ped	$712,100	$550,409	$169,255	$119,235	$1,551,000
OTIA	$45,454,126	$35,133,226	$10,803,743	$7,610,905	$99,002,000
Transportation Enhancements	$2,100,948	$1,623,903	$499,363	$351,786	$4,576,000
SAFETEA Earmarks (HPP)	$36,867,500	$36,867,500			$73,735,000
Other Funds - Overmatch	$16,549,100	$12,791,430	$3,933,465	$2,771,005	$36,045,000
STATE Sub-Total	**$205,313,414**	**$167,065,766**	**$40,036,991**	**$28,204,828**	**$440,621,000**
Total Estimated Revenues	**$511,743,871**	**$548,301,951**	**$278,602,798**	**$168,532,264**	**$1,507,180,883**

* FY08-FY11 estimates based on annual apportionment; FY08 includes estimated carry-over balance.

1.5 PROJECT PRIORITIZATION PROCESSES

Project prioritization refers to the process of identifying which projects in the RTP financially constrained project list will be prioritized for funding from forecasted revenues. As mentioned previously, the federal transportation revenues reported in this MTIP are prioritized and scheduled to fund projects through several different processes which are administered by four agencies; ODOT, TriMet, SMART and Metro. The Oregon Transportation Commission prioritizes project funding administered by ODOT through the STIP process. TriMet's decision about the prioritization of federal funds dedicated to transit improvements is made by the TriMet Board of Directors. Metro's decision about which RTP projects and programs to fund is accomplished through the Transportation Priorities Update process.

ODOT Funds. ODOT sets funding targets for the Metro area and ODOT staff recommends to JPACT and the Metro Council projects utilizing federal funds (other than regional flexible funds and dedicated transit funds) within those target amounts. The prioritization of projects utilizes criteria set by the Oregon Transportation Commission and any additional criteria set within the MPO area. ODOT then proposes a program of funding improvements and solicits comments on the proposed program. The maintenance, bridge rehabilitation, and preservation portion of the program is largely driven by a needs based assessment of the conditions of the facilities. The modernization and safety portions of the program are also informed by need but are prioritized in a higher degree of coordination with local agencies affected by the impacts of such projects.

ODOT's prioritization recommendation within the preservation and bridge funding categories are largely scheduled by quantitative indexes of pavement and bridge conditions. The most deficient facilities are the first prioritized for funding. Where cost increases on a top-ranked project increase, or projected revenue comes in at levels less than anticipated, lesser-priority projects are deferred. Eventually, the lowest technically-ranked projects drop from the program until additional funds become available for allocation in a new TIP cycle.

A more detailed summary of the ODOT prioritization process is provided in the 2008-11 STIP document.

TriMet and SMART. In cooperation with Metro, TriMet and SMART are primarily responsible for the prioritization and administration of FTA funding categories (e.g., Section 5307 and 5309 funds) that are limited to transit purposes (e.g., bus purchase and maintenance, light rail construction, etc.). TriMet

develops its own annual Service Plan and five-year Capital Plan to determine service and capital priorities. It then allocates both federal and general fund revenues to implement these plans. JPACT and the Metro Council comment on the five-year rolling capital plan. The comment letter and response from the TriMet Board of Directors is provided in Appendix 9. The MTIP reports only the federal funding component of TriMet's overall capital and operations programs.

Transportation Priorities: Investing in the 2040 Growth Concept. Consistent with federal regulations and its own public involvement policies, Metro conducts a rigorous 18-month process to solicit nominations and select projects for funding that includes numerous opportunities for public review and comment.

The process began with a review of the policy objectives and procedures of the Transportation Priorities update. After a major update of the program's policy objectives for the 2004 process, the review and adoption of the program policy objectives for the 2005 and 2007 processes focused on refinements to the existing objectives requested by JPACT and the Metro Council. The policy objectives of the program, adopted by Metro Resolution No. 06-3665, were defined as following.

The primary policy objective for the Metropolitan Transportation Improvement Program and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land use areas through investment to support
  - centers
  - industrial areas and
  - UGB expansion areas with completed concept plans

Other policy objectives include:

- Emphasize modes that do not have other sources of revenue
- Complete gaps in modal systems
- Develop a multi-modal transportation system
- Meet the average annual requirements of the State Implementation Plan for Air Quality for the provision of pedestrian and bicycle facilities

Technical ranking criteria were adopted for the following modes:

1. Bike/Trail
2. Boulevards
3. Bridge
4. Diesel Engine Emission Reduction
5. Freight
6. Green Street Demonstration Projects
7. Pedestrian

8. Regional Transportation Options
9. Road Modernization
10. Road Reconstruction
11. Transit
12. Transit Oriented Development

Planning projects were also eligible for funding but no specific technical evaluation criteria were developed for this class of projects.

The Transportation Priorities update process uses a 100-point technical ranking system that scores projects for:

- congestion relief/use of alternative travel modes (e.g., bike, pedestrian and transit use) (25 points);
- support of Metro's Region 2040 Land Use goals (40 points);
- safety hazard correction (20 points); and
- cost effectiveness (15 points).

Bonus points were awarded to boulevard, freight, road modernization and road reconstruction projects that provided green street elements of either stormwater infiltration devices or street trees species consistent with the *Trees for Green Streets* handbook.

These are only the general ranking categories. More detailed descriptions of the technical ranking criteria are shown in Appendix 3. Qualitative criteria for project selection include project relationships to regional policy, including:

- regional goals and system definitions contained in the RTP
- Metro's "Creating Livable Streets" Design Guidelines
- Environmental Justice considerations (see Appendix 6)
- the State Transportation Planning Rule (Goal 12)
- provisions of the Clean Air Act Amendments (CAAA) of 1990 and the associated State (Air Quality) Implementation Plan (SIP)

Other factors that have been considered during selection include local agency financial contributions over and above minimum match levels, affordable housing, school safety and recovery of threatened or endangered species populations.

The RTP process constitutes the means by which diverse and competing system needs are balanced on a total system basis within a 20-year horizon. Also, Metro allocates funds to each of these types of projects. However, determining the appropriate support to provide to one mode versus any other in any given

Transportation Priorities update remains a policy decision that is influenced by qualitative measures and subjective consideration of competing policy objectives.

As in previous criteria development procedures, supporting economic development in the Region 2040 mixed-use and industrial land use land use areas is the primary policy objective of the allocation of regional flexible funds. This process was aided by availability of the 2004 RTP that addressed the policy and multimodal system considerations of how best to achieve this objective.

1.6 PROGRAMMING FUNDS AND PROJECT SELECTION

As discussed above, project prioritization refers to the process of choosing a subset of projects to advance in any given two-year MTIP cycle, from among all those approved for implementation in the RTP long-range plan. Programming of funds refers to the assignment of project costs by phase (project development, final design, right-of-way and construction) to types of funds and expected years of expenditure. The programming tables in Chapter 4 summarize the programming to be adopted in this MTIP. Project *selection* refers to the process of deciding how to advance some projects ahead of others when funding conflicts develop within a current fiscal year. The answer to this question depends mostly on which agency has primary administrative responsibility for the type of funding that is at issue.

1.6.1 Programming Funds

ODOT Funds. ODOT, in cooperation with Metro, proposes programming Interstate Maintenance, State Modernization (vehicle capacity projects), federal and state bridge rehabilitation, and highway safety, preservation and operations projects. In practice, ODOT's programming recommendations for these projects are accepted by JPACT and the Metro Council as ODOT is most aware of project readiness issues. Coordination on programming of ODOT funds focuses on ensuring timely implementation of the Transportation Control Measures for air quality and ensuring compliance with air quality emissions budgets.

Transit. In cooperation with Metro, TriMet and SMART propose programming of Federal Transit Administration funding categories (e.g., Section 5307 and 5309 funds) that are limited to transit purposes (e.g., bus purchase and maintenance, light rail construction, etc.). TriMet allocates both federal and general fund revenues to implement their five-year Transportation Improvement and Annual Service plans. Again, the MTIP reports only the federal funding component of TriMet's overall capital and operations programs.

Federal funding received by TriMet in the current MTIP consists primarily of annual Section 5309 New (Rail) Start appropriations made to TriMet for construction of rail projects. Discretionary appropriations for the I-205 light rail from Gateway to Clackamas regional center and downtown Portland improvements, and Wilsonville to Beaverton commuter rail are intended to be sought by the region in fiscal years 2008 through 2010. Other federal transit funding categories received by TriMet (Section 5307 and 5309 formula funds) have greater programming discretion. Metro though, supports TriMet's policy of bundling these discretionary federal funds into several large programs, (e.g., bus purchases, and bus and light rail maintenance) for purposes of minimizing the complexity of submitting annual federal grant requests to Federal Transit Administration. Metro defers allocation of discretionary federal transit funds to TriMet for routine transit maintenance programs.

In practice, TriMet's major service decisions are well coordinated with RTP-defined transit system corridor priorities and new service decisions are reflected in Metro's regional transportation model. TriMet began an annual briefing of TPAC and JPACT on the allocation of federal funds relative to all funding sources to meet the various categories of cost outlays. This briefing also included projected revenue and cost increases given increased costs for new operations of the I-205/Mall light rail project, Wilsonville-Beaverton commuter rail and rapidly increasing service provision for elderly and disabled transit.

Metro Regional Flexible Funds. Metro selects projects funded with local Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds, in cooperation with all of the region's local and regional transportation agencies. These funds are awarded by Metro to sponsoring agencies, which then contract with ODOT to obtain access to the funds. These agencies are ultimately responsible for operation of newly constructed facilities. Unlike all the other regional funding sources discussed above, administrative responsibility for STP and CMAQ funds is essentially split between Metro and a broad selection of local sponsoring agencies.

To manage equitable access to the regional flexible funds, Metro staff coordinates with sponsoring agencies to determine the expected timing of project phases and seeks to schedule expected revenue to planned work phases in each year of the program. The goal is to assure that all regionally funded projects are able to advance in a timely, logical fashion. Typically, this involves preliminary engineering in year one, right-of-way acquisition in year two and construction in year three. It is very rare that a project can execute more than one phase of work in a single year.

Balancing project expenditures with annual revenue limits becomes more difficult when a single project requires a large sum to complete one or more phases of work in one year. A project that requires above $5 to $6 million can make it difficult for other more modest projects to proceed in a given year. There are no adopted rules for making such decisions, except that the volume of project work that can proceed in any one year must fall within the revenue that is available that year, including conditional access to statewide resources, as discussed above.

At the outset of each two-year MTIP cycle, Metro formulates a proposal that seeks to balance these constraints and assure progress across jurisdictional boundaries so that no single agency is unduly delayed in delivering its approved projects. The proposed scheduling of the regional flexible funds is submitted for consideration by a regionally sponsored technical subcommittee for approval by consensus. Thereafter, to a very large degree, projects are selected to advance in the order in which they are received, as all projects share equal priority for funds. If projects that are scheduled to spend funds in a given year are delayed, they receive authority to spend funds in the following year unless delays are expected to push the project schedule to a subsequent year. Every two years, a new schedule is developed to account for advances and delays, and incorporation of newly authorized funds, and the biennial process of expenditure resumes.

1.6.2 Selection of Projects

When funding conflicts arise between projects within a programmed fund year, it is sometimes necessary to choose which projects will advance as programmed and which must be delayed to a future year when additional funds become available. This can occur when actual appropriation or allocation of funds is less than authorized or forecast for a particular year or if there are project cost over runs. For projects on the National Highway System or projects funded under the Bridge or Interstate Maintenance programs are selected by ODOT in cooperation with Metro, TriMet and SMART.

Transit funds are subject to their own limitation and do not draw down the ability of either ODOT or Metro to spend other fund categories in any given year.

For the regional flexible funds, programming requests are solicited and the MTIP adoption process is the means used to prioritize projects for funding and balance allocations to project phases and years of expenditure. Thereafter, oversight of all fund types is left largely to discretion of the primary administrative agency. The caveat is that no projects may be added or taken from the total regional program, or diverted between projects, or project phases, or a project scope significantly changed without notification and approval by Metro.

If a current year project is not ready to proceed, Metro or ODOT may select projects scheduled in years two, three or four of the program to proceed. For example, a first-year project may have delays in development of plans and specifications, or its right-of-way acquisition may encounter obstacles. In this instance, Metro, in cooperation with ODOT and other affected agencies, would move the delayed project to a later year and select a project from year two, three or four of the foiur-year approved program period. This flexibility assures that the region contributes its share to orderly statewide obligation of available funds. Because selection actions are not considered formal amendments under federal regulations, *they do not require reconformity of the TIP with the State (Air Quality) Implementation Plan*.

Should a project be delayed to a later year, either because it was not ready to proceed or because less funding is made available than expected, the project would then share equal priority with all other projects scheduled in that later year of the Approved Program. Once selected, readiness to proceed decides which projects advance that year.

1.7 MTIP AMENDMENT PROCESS

This section describes the management process to define the types of project adjustments that require an amendment to the MTIP and which of these that can be accomplished as administrative actions by staff versus policy action by JPACT and the Metro Council.

Objectives of the Process

1. Ensure that federal requirements are properly met for use of available federal funds, including the requirement that projects using federal funds, and all projects of regional significance are included in the TIP and that the projects are consistent with the financially constrained element of the Regional Transportation Plan (RTP).

2. Ensure regional consideration of proposed amendments having an impact on the priority for use of limited available resources or having an effect on other parts of the transportation system, other modes of transportation or other jurisdictions.

3. Ensure that the responsibilities for project management and cost control remain with the agency sponsoring the project.

4. Authorize routine amendments to the MTIP to proceed expeditiously to avoid unnecessary delays and committee activity.

5. Provide for dealing with emergency situations.

6. Ensure projects are progressing to fully obligate annual funding in order to avoid a lapse of funds.

Policies

1. RTP Consistency – Projects included in the MTIP must be identified in or consistent with the financially constrained RTP. Questions relating to the need for and scope of a project are answered through inclusion in the RTP; questions relating to the priority of projects within available resources are answered through inclusion in the MTIP. Projects affecting the capacity of the transportation system, projects that impact other modes and projects impacting other jurisdictions must be specifically identified in the RTP financially constrained system; Projects such as signals, safety overlays, parts and equipment, etc. must be consistent with the policy intent of the RTP. An amendment to the RTP to add a project can occur concurrent with an MTIP

amendment and must follow the process for amending the RTP as outlined in the most current plan (the process for amending the 2004 RTP is contained in Section 6.6 on pages 6-27 through 6-29).

Prior to formal inclusion in the RTP financially constrained system, projects will need a finding of conformance with the State Implementation Plan for air quality adopted by the Federal Highway Administration and Federal Transit Administration.

2. MTIP Amendments – All project and program additions or deletions to the MTIP must be at the request of the sponsoring jurisdictions governing body and require adoption of a Metro/JPACT resolution approving a specific new project as a priority for use of a particular category of funds. This action will be based strictly on the amount of federal funding available and represents a priority decision as to the most effective use of the resource.

Amendments by Metro/JPACT Resolution:

- Funding to a new MTIP project.

- Increased allocation of regional flexible funds in excess of level previously allocated to the recipient agency.

- Adjustments that significantly change the scope of the project location or function. For project location, significant shall be defined as more than 50% of the project improvement (as measured by linear feet of improvement) outside of the original project area scope. For project function, significant shall be defined as the deletion of a modal element of a project described in the original project scope. For change of scope requests that cannot be measured in these manners, the MTIP manager may require a resolution for approval of the adjustment if he/she determines, using professional judgment, the proposed change in scope would have significantly altered the technical evaluation of a project during the project prioritization process.

Exceptions: Projects within the following types of project categories or with the following conditions can be administratively amended to the MTIP at the option of Metro staff in cases where the proposed project is exempt from air quality conformity determination or regional emissions analysis (per 40 CFR 93.134) or the proposed project is determined through interagency consultation (per 40 CFR 93.104 (c)(2)) to not require additional regional air quality analysis Monthly notification of these amendments will be provided to TPAC:

- Bridge repair or replacement projects– up to $5 million,

- Preservation projects on the Interstate system - up to $5 million; on the highway system – up to $2 million.

- Operations projects – up to $1 million,

- Bicycle or pedestrian projects – up to $500,000,

- General planning and corridor studies up $200,000,

- Transit appropriations in excess of those estimated in original programming,

- Appropriations for projects/programs previously identified and approved by resolution by JPACT and the Metro Council as regional priorities for federal "earmarking",

- Awarded through the state Public Transit Division Discretionary Grant Program,

- Emergency additions where an imminent public safety hazard is involved, and

- Addition of project details to previously approved generic projects such as parts and equipment, signals, street overlays, etc.

To request the addition of a regional STP or CMAQ funded project to the MTIP outside of the periodic Transportation Priorities project selection process, a project sponsor shall provide the following information:

- Local and/or regional policy decisions, program changes and other considerations that support the request for the MTIP amendment;

- Project information needed to demonstrate compliance with the preliminary screening criteria and public involvement requirements of the Transportation Priorities program and to address technical evaluation measures such as land use objectives, safety, cost effectiveness, etc. and any qualitative considerations the project sponsor wishes to have considered in the request.

Funding match ratio eligibility will be consistent with federal regulations and policies from the previous Transportation Priorities project selection process.

An amendment to add a project to the MTIP can occur concurrent with a MTIP amendment to transfer project funds between MTIP projects.

3. Project Selection Procedures – Requests to Metro by agencies for changes to MTIP programming under project selection process described in Section 1.6.2 will be made on the following basis:

a. Administrative Adjustments (requiring monthly notification to TPAC):

- Transfer of funds between different phases of a project or different program years within previously approved funding levels.
- Transfer of funds between projects within previously approved funding levels; must be accompanied by a statement as to the impact on the project relinquishing funds; funding fully transferred from a project to another must include a commitment to fund the project giving up the funds with another source of funds (follow-up documentation will be required).

b. Other requested programming changes will be tracked administratively in the MTIP financial plan and database.

4. Intra-jurisdictional transfer of funds between jurisdictions require approval of each affected jurisdiction other than as described in subsection 5 below describing retraction of funding authority.

5. Project or Program Authority Retraction

a. Agencies that have not completed a project prospectus or contract with the ODOT local programming unit, have not obligated project authority or received approval of an amendment to reprogram fund authority by the end of the federal fiscal year in which their project was programmed for funding are subject to potential retraction of fund authority. These agencies will be notified by Metro of this status when it occurs and will have 60 days from the date of the notification documentation to complete the prospectus, contract, obligation or amendment prior to the instigation of a Metro resolution at TPAC to retract the funding authority for their project or program.

b. Unspent or un-obligated regional flexible fund authority following final voucher closing of a project reverts back for redistribution through the regional project prioritization process.

Chapter 2
Highlights of Current Four-Year Program

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2.1 ODOT PROGRAM HIGHLIGHTS

ODOT has proposed programming $383 million of state and federal funds to highway capacity, preservation, operations, bridge, safety, enhancement, bicycle/pedestrian, and local projects. Additionally, a state bond program, commonly referred to as OTIA, was passed by the state legislature to fund specific projects from several of the traditional categories of state programs. A second legislative funding package, Connect Oregon, awarded funds to Metro area transportation projects.

Statewide, approximately $57 million per year is spent on vehicle capacity projects (modernization); the minimum as required by the state constitution. The region's share of these funds is approximately $27 million per biennium in 2006-07 but available funds will be reduced to approximately $12.5 million in 2008-09 due to the bonding of a portion of the modernization revenue stream by the OTIA III program.

The previous two state legislative sessions have produced two transportation funding measures whose future proceeds will be bonded, in part, for vehicle capacity and rehabilitation projects throughout the state. These efforts are commonly known as the Oregon Transportation Investment Acts (OTIA I, II and III) and Connect Oregon.

The Oregon Transportation Commission has dedicated all other state resources to keep pace with essential system preservation activity.

2.1.1 Highway Capacity.

This MTIP has scheduled funding the addition of a third northbound lane on Highway 217 between Tualatin Valley Highway and Highway 26. This is the final phase of the Westside Corridor project that included capacity improvements to the Sunset Highway and the Westside light rail project.

Also programmed is the addition of a third southbound lane on Interstate 5 between Victory Boulevard and Lombard Street. This project will eliminate a major bottleneck between Vancouver, Washington and the Portland central city. Preliminary engineering work for the second phase of the project, which will provide local access and interchange reconfiguration to this section of I-5, is also programmed.

The widening of US 26 from four to six lanes is programmed for funding between 185th Avenue and Cornelius Pass Road.

A project to increase capacity of Wilsonville Road and its interchange with I-5 are also programmed in this MTIP.

Funding is programmed for a new intersection on Highway 26 to access the planned Springwater Industrial Area in Southeast Gresham.

Funding is also programmed to provide a turn lane improvement onto 257th Avenue in the vicinity of the I-84 Troutdale interchange. Additional planning funds are available to address further circulation issues at this interchange.

Preliminary engineering and right-of-way funds are also programmed for work on the Sellwood Bridge.

Programming of funds is also provided for the improvement of the Macadam Avenue (Highway 43) exit ramp from I-5 northbound and the intersection of North Macadam and SW Gibbs Street to improve access to and circulation within the south waterfront district.

Funding is also programmed for final design and right-of-way work for an extension of Highway 224 from I-205 to 122nd Avenue. This project is the first phase of the Sunrise Corridor project. As EIS work is completed in this corridor, an amendment to this programming of funds may be sought to implement the preferred alternative of the study.

Funding for planning work necessary to begin capacity projects has also been programmed in this MTIP. Funding of these planning efforts are critical as they are a necessary step in making projects eligible to seek additional funding and to distinguishing their project readiness from other highway corridors that have not completed necessary planning and environmental analysis work. Funding for planning and development work on the I-5 to Highway 99W Connector study, the I-5 and I-84 interchange, and the Interstate-5 Columbia River Crossing are included in this MTIP.

2.1.2 ODOT Operations, Pavement, Bridge Preservation and Safety Program.

The following projects from ODOT's programs not related to vehicle capacity projects are of special significance to the Metro region.

1. Sandy Boulevard (US30B)
   a. NE 122nd to NE 141ST: install center turn lane; construct shoulders, sidewalks and crosswalks (2009).
   b. NE 60th Ave to NE 82nd Ave: pavement overlay (2010).

2. Reconstruction of the MLK/Grand Avenue Viaduct in the City of Portland is scheduled through 2009.

3. McLoughlin Boulevard: MLK/Grand viaduct to SE Harold Street: pavement overlay in 2010.

4. Powell Boulevard (US 26)
   a. SE 50th Avenue to I-205: pavement overlay in 2008,
   b. SE 122nd to SE 136th: Install 3rd turn lane; construct shoulders, sidewalks & crosswalks in 2011.

5. US 30 Yeon Street: Pavement grind and inlay in 2008.

6. Molalla Highway (OR 213)
   a. Construct a continuous left turn lane between Conway Drive and Henrici Road,
   b. turn channelization work between Molalla Drive and Meadows Drive and
   c. pavement overlay between mileposts 7.7 and 10.75 and between I-205 and Conway Drive.

7. ODOT will invest approximately $12 million during the Plan period in ramp metering, communications infrastructure, and computer hardware and software to manage traffic flow and reduce congestion.

8. ODOT will allocate approximately $1.5 million in modernization and Sidewalk in Preservation funding during this MTIP cycle to supplement preservation projects to infill missing pedestrian and bicycle facilities .

2.2 REGIONAL TRANSIT

This MTIP updates a broad array of federal transportation funds dedicated to transit improvements throughout the region. The MTIP does not report on TriMet or SMART general fund revenues other than what is used for local match on projects receiving federal grants.

Federal new starts funding is programmed for the I-205/Transit Mall light rail project which has completed a full funding grant amendment with the Federal Transit Administration. This project is the region's priority high capacity transit project from the RTP. New Starts funding is also being sought for the Wilsonville to Beaverton commuter rail project within the time frame of this MTIP.

The largest amount of funds is $143.8 million of formula funds that TriMet has proposed to spend on bus and light rail maintenance.

2.3 REGIONAL FLEXIBLE FUNDS

A key portion of the current regional flexible funds was approved in March 2007 upon adoption of Metro Resolution No. 07-3808, which allocated $60.75 million of FY 08-09 STP and CMAQ funds. Regional flexible fund allocations approved in 2004 also contribute significantly to the overall program. Both sets of project allocations are shown in Appendix 7. The program approved in the current resolution (see Table 4.1-1) blends the newly allocated dollars with previously approved funds and updates the phasing, fund type and timing of all approved projects across all four years of the program.

2.3.1 *Key Initiatives Awarded Regional Flexible Funds by Metro*

Boulevards. The 2004 RTP designates certain limited portions of the regional arterial network as a "Boulevard" street type. It is anticipated that local and regional resources will be focused along these road segments to provide amenities such as wider sidewalks, bike lanes, street plantings and pedestrian buffer strips, planted median strips, special lighting and street furniture, building design features, curb extensions at more frequent cross walks, transit stop improvements, narrowed automobile travel lanes and reduced speed limits.

The Transportation Priorities 2005 regional flexible funding allocation provided $2.6 million for preliminary engineering of three Boulevard projects: Rose Biggi Avenue in Beaverton, East Burnside Street in the Portland CBD, and North Killingsworth Street. Funding these types of projects emphasizes the commitment to stimulating economic development in the 2040 centers and increases the percentage of trips by non-auto modes. Transportation Priorities 2007 allocation process included boulevard funding for Baseline Avenue in the city of Cornelius, additional funding for the East Burnside project in Portland and design work for SE Burnside Avenue in the Rockwood area of Gresham.

Bike and Pedestrian System Improvements. The 2005 process allocated $5.9 million to seven trail projects: Springwater Sellwood Gap, Marine Drive trail gaps, Trolley Trail construction between Arista Drive and Glen Echo, Max Path trail between Gresham regional center and Rockwood town center, Springwater trailhead improvements in Gresham's Main City Park, Rock Creek Trail in Hillsboro and right-of-way for the Beaverton Powerline trail.

The 2007 Transportation Priorities allocation provided completion of funding for the Trolley Trail between the Gladstone and Milwaukie Town Centers and the Rock Creek Trail in Hillsboro. Funding will also be provided to the 50's bike "boulevard" project in north and south east Portland in the vicinity of the 50th to 54th Avenues. Project development work is also programmed for a Westside Powerline trail between the Willamette and Tualatin rivers, a Sullivan's Gulch/I-84 trail between the Eastbank trail

and 122nd Avenue, a Milwaukie to Lake Oswego trail, the crossing of Hall Boulevard by the Fanno Creek trail, and a potential Scouter's Mountain trail.

One of the most profound ways Metro promotes strengthened pedestrian amenities throughout the region is by its development and inclusion in the RTP of multi-modal street design guidelines that must be considered when approving regionally significant facilities. These guidelines will ultimately leverage routine, broad ranging planning and capital investment by the region's local and county governments to implement pedestrian enhancements. However, Metro also directly invests flexible funds in projects, typically ones that improve pedestrian connections in 2040 centers and to high-quality transit corridors. Almost all categories of transportation projects provide some improvement of the region's pedestrian environment, since new and reconstructed streets provide new sidewalks. Also, most of Metro's bike funds are applied to multi-use facilities that also serve pedestrians. Boulevard projects are also intimately connected with improving the pedestrian environment and pedestrian-to-transit connections. And finally, in this Priorities Update, the region selected three pedestrian projects for $2.9 million in two pedestrian projects, continuing the previous investment of $1.6 million in three pedestrian projects from the previous update that are reflected in this MTIP.

Roadway, Freight and Intelligent Transportation Systems (ITS). Allocation of funds to road projects focused on access to mixed-use and industrial areas to support economic development in those priority 2040 land use areas. The most recent allocation process awarded $20.1 million in 14 projects.

The 2007 allocation included funding to extend improvements of Columbia Boulevard east of 82nd Avenue across the 82nd Avenue interchange. Funding is also included to complete replacement of a sub-standard railroad under crossing on 223rd Avenue that inhibits truck, bus, bike and pedestrian access to large industrial parcels and the Fairview Town Center. Additional funding is provided for preliminary engineering funding for projects to improve freight access from the north Portland industrial areas to I-5 and I-205 (at the N Portland and Lombard interchange) and access to the Clackamas Regional Center at SE Harmony Road.

Two reconstruction projects were also funded that will demonstrate innovative storm water management techniques that may be tested and duplicated across the region. One is on Cully Boulevard in NE Portland and the other is located on Main Street in the Tigard town center. Funding for the retrofit of a culvert that inhibits fish passage and habitat for threatened and endangered fish species was also funded as part of an active program to address regional transportation impacts to endangered species.

A new programmatic allocation was funded for 2010-11 that will allow Transport, the sub-committee to TPAC on ITS activities to recommend funding of ITS projects across the region.

Transit, Transit Oriented Development, and Regional Travel Options. Metro recently increased and extended its commitment to supplement and leverage rail new starts funding by programming regional flexible funds to support the I-205/Mall light rail project, Wilsonville to Beaverton commuter rail project and South Waterfront streetcar extension to $9.3 million annually from 2008 through the year 2015.

In addition to the rail project funding, $5.5 million was approved for capital improvements along frequent bus corridors in 2008-11 (where bus service is provided at 15-minute or better frequency all day, seven days a week). Improvements include shelters, real time schedule displays, pedestrian access improvements, and other amenities.

The Transit Oriented Development (TOD) program has successfully increased densities, building orientation and pedestrian amenities in development surrounding light rail station areas and designated mixed-use centers. The program was allocated $4 million in 2008-09. Additionally, $2 million was awarded for site acquisition in the Beaverton regional center for TOD development. The program was awarded $5 million for 2010-11. Table 4.1 lists only $8 million of this allocation to the TOD program as $3 million has been previously advanced to the TriMet Preventive Maintenance program in 2006 or 2007 in exchange for TriMet general funds made available to the TOD program in those years.

The Regional Travel Options program was allocated $3.6 million for years 2008-09 and $3.8 million in 2010-11 to support programs that increase the percentage of trips by modes other than single occupant vehicles. These programs make more efficient use of the region's transportation infrastructure and land consumption for development.

Chapter 3
Planning and Programming Issues

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3.1 AIR QUALITY CONFORMITY WITH THE STATE IMPLEMENTATION PLAN

The MTIP must be determined to be consistent with the Oregon State Implementation Plan (SIP) for air quality to maintain air quality standards in the Portland area. Metro has prepared a Conformity Determination that documents this finding, included in this MTIP as Appendix 1. The determination report finds that the 2008-11 MTIP conforms to the Oregon SIP for air quality.

The Determination report also identifies how this MTIP meets the Transportation Control Measures required by the Oregon SIP. Transportation Control Measures implemented include bike and pedestrian system facility improvements each biennium and an average annual increase of transit service by 1% in the region.

Specific project allocations programmed in this MTIP that contribute to the execution of the control measures are listed below.

2008-11 MTIP Projects Implementing Transportation Control Measures for Air Quality

Transit

- The I-205/Mall MAX projects to implement requirement for development of north and south high capacity transit system in the Metro region, as required by the State SIP.
- The Wilsonville-Beaverton Commuter Rail project will provide additional service hours, contributing to the TCM requirement of an additional 1% of transit service per year.
- Frequent Bus capital improvements ($5.5 million) provides service efficiencies and passenger amenities and allows TriMet to focus their general fund revenues on providing service to meet service hour improvements as required.

Pedestrian

- The Forest Grove town center pedestrian improvement project will be providing approximately .65 miles of new sidewalks.
- The Central Eastside Bridgeheads project will be creating new pedestrian crossings at the intersections of Grand Avenue and the Hawthorne, Morrison and Burnside bridges where pedestrian access is currently prohibited. It will also create a new pedestrian connection from Water Avenue to the Morrison Bridge, adding a total of approximately .1 miles of new pedestrian facilities.
- The St. Johns Town Center pedestrian improvements will improve .45 miles of pedestrian access at and around two intersections and reduce conflicts with truck movements.

- Milwaukie Town Center 0.26 miles of infill sidewalk and pedestrian crossing improvements.
- Gresham MAX trail 2.3 miles of pathway in the Gresham regional and Rockwood town centers of which 0.40 miles will be attributed to meeting requirements for the provision of pedestrian improvements.
- Hood Street: Division to Powell project will provide .18 mile of new sidewalk and crossing improvements in the Gresham regional center.
- Foster-Woodstock: 87th to 101st project will provide 1.13 miles of new sidewalk and crossing improvements in the Lents town center.
- East Baseline (Cornelius): 10th to 19th project will add .18 mile of new sidewalk and crossing improvements in the Cornelius main street.
- The East Burnside: 3rd to 14th project will add 1.1 miles of new or upgrade to regional standard sidewalk and crossing improvements in the Portland central city.

Bicycle

- The Trolley Trail project is funded for construction from Jefferson Street in downtown Milwaukie to Glen Echo Road near Gladstone (6.0 miles)
- The Beaverton Powerline trail project between the 158th Avenue light rail station and Schuepback Park will construct 1.95 miles of multi-use trail.
- The Washington Square regional center trail project will construct a multi-use trail between Hall Boulevard and Highway 217 (.57 miles) and preliminary engineering to Greenberg Road (additional .5 miles).
- The Morrison Bridge bike/ped project will create a pathway .6 miles in length.
- The Oregon Department of Transportation will be creating 2.4 miles of new bike lanes on each side of McLoughlin Boulevard between Kellogg Creek and Concord Road in conjunction with a pavement overlay project.
- McLoughlin (Oregon City): I-205 to Hwy 43 project will construct 0.1 mile of multi-use path on the west side of McLoughlin Boulevard in the Oregon City regional center.
- 102nd Ave boulevard improvements will stripe 0.80 miles of bike lanes on the commercial spine of the Gateway regional center.
- Springwater trail – Sellwood Gap project will construct the final 0.90 miles of trail connecting the Eastbank and Springwater trails, providing a continuous trail connection from Gresham regional center to the Portland central city.
- Marine Dr. trail gaps project will complete 1.50 miles of gaps on this trail, creating a continuous trail from NE 28th Street to 181st Avenue.
- Gresham MAX trail will construct 2.3 miles of trail connections accessing three light rail stations and linking the Gresham regional and Rockwood town centers. 1.90 miles of this 2.3 mile trail will be applied to meeting the bicycle portion of the TCM requirements.
- Rock Creek trail project will construct 0.80 miles of trail in east Hillsboro.

- Waud Bluff trail will provide a 0.25 mile trail connection over a freight rail line between the Swan Island industrial area and North Portland neighborhoods.
- The Gresham-Fairview Trail: Burnside to Springwater Trail project will add 1.9 miles of multi-use path in west Gresham.
- The Baseline (Cornelius): 10th to 19th project will of new sidewalk and crossing improvements along the Cornelius main street area.

3.2 FEDERAL TRANSPORTATION PLANNING FACTORS

Federal rules requires Metropolitan Planning Organizations to describe how their activities address eight planning factors identified in the plan. The MTIP is one of the MPO activities that needs to describe how those factors are addressed. The planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient management and operations; and
- Emphasize the preservation of the existing transportation system.

Appendix 2 describes how these planning factors are addressed by this MTIP.

3.3 PUBLIC INVOLVEMENT

Appendix 4 summarizes the public involvement process and comments for the regional flexible funding allocations reported in this Update. Metro and the State DOT held joint public outreach meetings for review of initial regional project recommendations and technical analysis and the recommended state transportation system improvement recommendations. Further public hearings were held regarding project selection of regional flexible funds after release of technical staff recommendations of a fiscally constrained project selection recommendation, prior to final selection of projects by JPACT and the Metro Council.

Summaries of the public comments related to projects proposed for state administered funding is reported in the STIP. The STIP is available by calling ODOT at 503-986-4124 or from the ODOT web site at www.oregon.gov/ODOT.

TriMet manages its own service and capital program update with separate events. TriMet staff attended the STIP and Transportation Priorities public outreach events to provide information about the relationship between those efforts and the TriMet capital improvement and service planning work. A summary of the TriMet public involvement activity can be found in the appendix of the 2005 Transit Investment Plan, available by calling TriMet at 503-238-7433 or from the TriMet web site at www.trimet.org.

Project selection procedures for regional flexible funds, state administered highway funds and transit capital funding programmed in this MTIP meet or exceed Metro's Transportation Planning Public Involvement Policy and federal Metropolitan Area Planning regulations (23 CFR Part 450 Sub-part C).

3.4 ENVIRONMENTAL JUSTICE

Appendix 6 summarizes the planning work completed during the Transportation Priorities 2005 process to respond to the provisions of the federal Executive Order 12898 on Environmental Justice. Year 2000 federal census data was used to develop information regarding the potential impacts and benefits of candidate projects. The relevant data was summarized and mapped for public comment meetings and decision makers to inform their decision process. The data was also used to condition approval of funds to applicant agencies on completing adequate outreach to affected low-income or ethnic communities.

The Environmental Justice analysis for proposed transit improvements is included as Chapter 7 of the TriMet 2005 Transit Investment Plan.

ODOT also certifies compliance of the STIP to Title VI and Environmental Justice requirements with the USDOT.

3.5 TRANSPORTATION PRIORITIES CONDITIONS OF PROJECT APPROVAL

During adoption of the Transportation Priorities 2005 project selection, and continuing conditions from the previous Transportation Priorities allocation process, JPACT and the Metro Council applied conditions to the allocation of funds to some projects. Appendix 7 lists these conditions.

3.6 LIST OF MAJOR PROJECTS IMPLEMENTED FROM THE PREVIOUS MTIP

Federal regulations require discussion of significant projects that have been implemented from the previous MTIP. The listing below organizes these projects by their geographic location.

Geographic Listing

Clackamas County

- Sunnyside Road widening 122nd-142nd.
- Overlay and sidewalk infill of Highway 224: 99E to I-205.

East Multnomah County

- Rehabilitation of the St. Johns Bridge
- **G**resham ITS signal upgrade.

City of Portland

- Naito Parkway: NW Davis to SW Market.
- Streetcar extension: PSU to Gibbs.
- Three Bridges project Springwater Trail Corridor: UPRR to SE 19th.
- Broadway Bridge painting, deck and electrical.
- North Lombard over crossing of UPRR.

Washington County

- Sylvan Interchange and Hwy 26 widening.
- Murray Boulevard extension: Scholls Ferry road to Boones Ferry road.
- Cornell Road bike lanes: Elam Young to Ray
- Tualatin River bike and pedestrian bridge.

Regional Projects

- TOD projects: The TOD program has implemented several projects to increase densities and building orientation and pedestrian amenities around transit service.
- Frequent Bus line improvements (shelters, curb cuts, signage, etc.).

3.7 DELAYS TO PLANNED IMPLEMENTATION

Some projects to receive regional flexible funds will slip from scheduled completion in 2007. These projects will be listed in the final publication of the MTIP when project schedules for 2007 are confirmed.

3.8 IMPLEMENTATION OF ADA PARATRANSIT AND KEY STATION PLANS

The Portland metropolitan region is aggressively implementing the requirements of the Americans with Disabilities Act in its transportation system. The following actions are examples of the region's commitment to meet the intent of the Act:

- Per the requirement outlined in CFR 49, Sec. 37.47(d), TriMet submitted its Key Station Plan to FTA in July of 1992. The regional transit system met the conditions of the complementary paratransit plan in 1997. There are no further capital projects needed to implement the plan to track in the MTIP.

- The region completed an analysis and policy review and adopted a service strategy to provide transportation services to the elderly and disabled. This work resulted in policy to amend the RTP to ensure compliance with the plan elements by the region's transportation service providers and system owners/operators.

- All TriMet light rail stations are fully ADA compliant. TriMet continues to review stations for accessibility issues and make adjustments to maintenance practices or designs where warranted.

- The paratransit LIFT program continues to grow at 8 percent annually. As a means of controlling costs associated with this level of growth and to expand travel options for its clients, TriMet is looking to promote use of the fixed route system where client capacities and travel needs allow.

- TriMet has extended its pioneering use of low-floor light rail vehicles with continued bus replacement using low floor buses. Bus stops on routes receiving these new buses are first screened for compatibility with the bus ramp on these new buses.

- TriMet continues to aggressively improve conditions at bus stops. New shelters have increased the total number of shelters from 640 shelters (7.5 percent of stops) in 1998 to 1,040 shelters in 2003 (12.2 percent of all stops). TriMet also continues to

construct bus stops pads and curb cuts at appropriate locations. This program is funded through the regional flexible funds - continuing through 2009.

- In 2002, TriMet opened a new LIFT operating facility at SE Powell Boulevard at I-205, adjacent to the fixed-route operating base, replacing fragmented facilities further to the south. The new facility is better located and more efficient for the storing, servicing and dispatching of LIFT vehicles to the region's eastside.

- The region supports within limited funding resources, development of the pedestrian infrastructure. The MTIP provides funding to a category of pedestrian projects. These projects provide important access within neighborhoods and to public transportation. This is essential for both fully ambulatory citizens, but also to persons requiring mobility devices or assistance.

Chapter 4
Programming Tables

METRO

PEOPLE PLACES
OPEN SPACES

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
City of Portland	**1153**	**SPRINGWATER TRAIL: SE UMATILLA ST-SE 19TH AVE.**						
14407		Complete missing section of existing multi-use path	**REGIONAL CMAQ PROGRAM**					
			FDE	411,240	0	0	0	411,240
			Constr	0	825,760	0	0	825,760
			EARMARK (HPP)					
			Constr	0	654,000	0	0	654,000
			OTHER LOCAL FUNDS					
			Constr	0	350,875	0	0	350,875
			FEDERAL TOTAL	**411,240**	**1,479,760**	**0**	**0**	**1,891,000**
			LOCAL TOTAL	**47,068**	**520,240**	**0**	**0**	**567,308**
			STATE TOTAL					**0**
			GRAND TOTAL	**458,308**	**2,000,000**	**0**	**0**	**2,458,308**
City of Portland	**1154**	**MARINE DRIVE BIKE/TRAIL: NE 28TH AVE - NE 185TH AVE**						
14409		Complete four segments of off-street trail	**REGIONAL CMAQ PROGRAM**					
			FDE	246,970	0	0	0	246,970
			Rt-of-Way	0	487,540	0	0	487,540
			Constr	0	0	231,490	0	231,490
			FEDERAL TOTAL	**246,970**	**487,540**	**231,490**	**0**	**966,000**
			LOCAL TOTAL	**28,267**	**55,801**	**26,495**	**0**	**110,563**
			STATE TOTAL					**0**
			GRAND TOTAL	**275,237**	**543,341**	**257,985**	**0**	**1,076,563**
City of Portland	**1160**	**SW CAPITOL HWY: SW MULTNOMAH - SW TAYLORS FERRY**						
14440		Replace existing roadway and add bike lanes and sidewalks.	**REGIONAL STP PROGRAM**					
			FDE	530,000	0	0	0	530,000
			FEDERAL TOTAL	**530,000**	**0**	**0**	**0**	**530,000**
			LOCAL TOTAL	**60,661**	**0**	**0**	**0**	**60,661**
			STATE TOTAL					**0**
			GRAND TOTAL	**590,661**	**0**	**0**	**0**	**590,661**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
City of Portland	**1162**	**EASTSIDE STREETCAR: NW 10TH AVE (LOVEJOY ST. TO OMSI)**						
14381		Extends streetcar 3.4 miles to east side of Portland	**REGIONAL CMAQ PROGRAM**					
			Constr	0	1,000,000	0	0	1,000,000
			OTHER LOCAL FUNDS					
			Constr	0	50,885,546	0	0	50,885,546
			FEDERAL TOTAL	**0**	**1,000,000**	**0**	**0**	**1,000,000**
			LOCAL TOTAL	**0**	**51,000,000**	**0**	**0**	**51,000,000**
			STATE TOTAL					**0**
			GRAND TOTAL	**0**	**52,000,000**	**0**	**0**	**52,000,000**
City of Portland	**1168**	**N KILLINGSWORTH: N COMMERCIAL - NE MLK JR BLVD**						
14405		Improve streetscape and pedestrian safety	**REGIONAL CMAQ PROGRAM**					
			FDE	0	400,000	0	0	400,000
			OTHER LOCAL FUNDS					
			Constr	0	206,218	0	0	206,218
			FEDERAL TOTAL	**0**	**400,000**	**0**	**0**	**400,000**
			LOCAL TOTAL	**0**	**252,000**	**0**	**0**	**252,000**
			STATE TOTAL					**0**
			GRAND TOTAL	**0**	**652,000**	**0**	**0**	**652,000**
Port of Portland	**112**	**N. LOMBARD RAILROAD OVERCROSSING**						
14408		Construct overcrossing of railroad at Terminal 5. AKA "So Rivergate"	**REGIONAL STP PROGRAM**					
			FDE	893,847	0	0	0	893,847
			Constr	0	1,016,153	0	0	1,016,153
			OTHER LOCAL FUNDS					
			Constr	0	2,797,282	0	0	2,797,282
			FEDERAL TOTAL	**893,847**	**1,016,153**	**0**	**0**	**1,910,000**
			LOCAL TOTAL	**102,305**	**2,913,585**	**0**	**0**	**3,015,890**
			STATE TOTAL					**0**
			GRAND TOTAL	**996,152**	**3,929,738**	**0**	**0**	**4,925,890**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
City of Portland	**1110**	**N. IVANHOE: N. RICHMOND TO N. ST. LOUIS (ST JOHNS PED/FREIGHT)**						
13514		Intersection and pedestrian facilities to improve truck movements and pedestrian safety.	**REGIONAL STP PROGRAM**					
			Pre Eng	574,000				574,000
			Rt-of-Way	74,000				74,000
			Constr		1,211,000			1,211,000
			FEDERAL TOTAL	**648,000**	**1,211,000**	**0**	**0**	**1,859,000**
			LOCAL TOTAL	**74,166**	**138,604**	**0**	**0**	**212,771**
			STATE TOTAL					**0**
			GRAND TOTAL	**722,166**	**1,349,604**	**0**	**0**	**2,071,771**
Port of Portland	**1170**	**N LEADBETTER EXTENSION OVERCROSSING**						
13990		Construct a grade separated railroad crossing.	**REGIONAL STP PROGRAM**					
			Constr	0	2,942,693	0	0	2,942,693
			EARMARK (HPP)					
			Constr	0	2,646,600	0	0	2,646,600
			OTIA FUNDS (ODOT)					
			Constr	0	3,455,707	0	0	3,455,707
			OTHER LOCAL FUNDS					
			Constr	0	1,402,280	0	0	1,402,280
			FEDERAL TOTAL	**0**	**5,589,293**	**0**	**0**	**9,045,000**
			LOCAL TOTAL	**0**	**2,042,000**	**0**	**0**	**2,042,000**
			STATE TOTAL		**3,455,707**			**3,455,707**
			GRAND TOTAL	**0**	**11,087,000**	**0**	**0**	**11,087,000**
City of Portland	**1113**	**DIVISION STREET RECONSTRUCTION PROJECT: SE 6TH TO SE 39TH**						
14566 13529		Planning study to address multi-modal needs from SE 10th to SE 60th Avenues and pavement reconstruction with green street treatments and enhanced pedestrian facilities between SE 6th and 39th.	**REGIONAL STP PROGRAM**					
			DOA	303,000	0	0	0	303,000
			Pre Eng	0	379,000	0	0	379,000
			Constr	0	0	1,818,000	0	1,818,000
			OTHER LOCAL FUNDS					
			Constr	0	0	422,378	0	422,378
			FEDERAL TOTAL	**303,000**	**379,000**	**1,818,000**	**0**	**2,500,000**
			LOCAL TOTAL	**34,680**	**43,378**	**630,456**	**0**	**708,514**
			STATE TOTAL					**0**
			GRAND TOTAL	**337,680**	**422,378**	**2,448,456**	**0**	**3,208,514**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
City of Portland	**1141**	**NW 23RD AVE: LOVEJOY - BURNSIDE**						
12478		City of Portland allocated funds from the Arterial Rehabilitation Program Reserve account in the FY02-05 MTIP to this project. The funds were FAU payback funds reserved to reconstruct a priority arterial.	**REGIONAL STP PROGRAM**					
			Constr	1,022,760	0	0	0	1,022,760
			FEDERAL TOTAL	**1,022,760**	**0**	**0**	**0**	**1,022,760**
			LOCAL TOTAL	**117,059**	**0**	**0**	**0**	**117,059**
			STATE TOTAL					**0**
			GRAND TOTAL	**1,139,819**	**0**	**0**	**0**	**1,139,819**
City of Portland	**1109**	**MLK O-XING/TURN LANES: COLUMBIA TO LOMBARD**						
13502		Design of options to improve existing or provide new crossing of UPRR to accomodate truck movements between Lombard St and Columbia Blvd. Engineering of preferred option.	**REGIONAL STP PROGRAM**					
			Pre Eng	1,500,000	0	0	0	1,500,000
			FEDERAL TOTAL	**1,500,000**	**0**	**0**	**0**	**1,500,000**
			LOCAL TOTAL	**171,682**	**0**	**0**	**0**	**171,682**
			STATE TOTAL					**0**
			GRAND TOTAL	**1,671,682**	**0**	**0**	**0**	**1,671,682**
City of Portland	**1111**	**CENTRAL EASTSIDE BRIDGEHEADS**						
13528		Improve ped/bike safety at Hawthorne, Morrison & Burnside bridgeheads. Remove free auto turn lanes & provide sidewalk sections at hazard points. (See MID #1007 for Morrison)	**REGIONAL CMAQ PROGRAM**					
			Rt-of-Way	272,779	0	0	0	272,779
			Constr	699,894	0	0	0	699,894
			FEDERAL TOTAL	**972,673**	**0**	**0**	**0**	**972,673**
			LOCAL TOTAL	**111,327**	**0**	**0**	**0**	**111,327**
			STATE TOTAL					**0**
			GRAND TOTAL	**1,084,000**	**0**	**0**	**0**	**1,084,000**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
City of Portland	**1107**	**NE CULLY BLVD: NE PRESCOTT TO NE KILLINGSWORTH**						
13506		Green street retrofit, pedestrian amenities, and bike lanes.	**REGIONAL STP PROGRAM**					
			DOA	150,000				150,000
			FDE	807,520				807,520
			ROW		129,210			129,210
			Constr			1,286,270		1,286,270
			OTHER LOCAL FUNDS					
			Const	0	0	2,509,511	0	2,509,511
			FEDERAL TOTAL	**957,520**	**129,210**	**1,286,270**	**0**	**2,373,000**
			LOCAL TOTAL	**109,592**	**14,789**	**2,656,730**	**0**	**2,781,111**
			STATE TOTAL					**0**
			GRAND TOTAL	**1,067,112**	**143,999**	**3,943,000**	**0**	**5,154,111**
Port of Portland	**TBD**	**COLUMBIA CORRIDOR RAIL (RAMSEY RAIL YARD)**						
14060		Construct freight rail projects that relieve rail congestion.	**SAFETEA EARMARK (HPP)**					
			PE	1,500,000	0	0	0	1,500,000
			Constr	6,853,400	0	0	0	6,853,400
			OTHER LOCAL FUNDS					
			Const	2,741,001	0	0	0	2,741,001
			FEDERAL TOTAL	**8,353,400**	**0**	**0**	**0**	**8,353,400**
			LOCAL TOTAL	**3,697,085**	**0**	**0**	**0**	**3,697,085**
			STATE TOTAL					**0**
			GRAND TOTAL	**12,050,485**	**0**	**0**	**0**	**12,050,485**
City of Portland	**TBD**	**SW GIBBS ST PEDESTRIAN BRIDGE OVER I-5**						
14065		Highway and pedestrian development, which is part of the South Waterfront development.	**SAFETEA EARMARK (HPP)**					
			PE	1,071,376	0	0	0	1,071,376
			ROW	0	8,973	0	0	8,973
			Constr	0	9,919,651	0	0	9,919,651
			FEDERAL TOTAL	**1,071,376**	**9,928,624**	**0**	**0**	**11,000,000**
			LOCAL TOTAL	**122,624**	**1,136,375**	**0**	**0**	**1,258,999**
			STATE TOTAL					**0**
			GRAND TOTAL	**1,194,000**	**11,064,999**	**0**	**0**	**12,258,999**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
City of Portland	**1193**	**SULLIVAN'S GULCH TRAIL: EASTBANK ESPLANADE TO 122ND AVE**						
		Required planning prior to engineering and construction phases	**REGIONAL STP PROGRAM**					
			Sys Study	0	0	224,000	0	224,000
			FEDERAL TOTAL	**0**	**0**	**224,000**	**0**	**224,000**
			LOCAL TOTAL					**25,638**
			STATE TOTAL					**0**
			GRAND TOTAL					**249,638**
City of Portland	**1195**	**NE/SE 50'S BIKEWAY: NE THOMPSON TO SE WOODSTOCK**						
		Development of a 6.7-mile North/South bike route	**REGIONAL STP PROGRAM**					
			Pre Eng	0	0	400,749	0	400,749
			Constr	0	0	0	965,251	965,251
			FEDERAL TOTAL	**0**	**0**	**400,749**	**965,251**	**1,366,000**
			LOCAL TOTAL					**156,345**
			STATE TOTAL					**0**
			GRAND TOTAL					**1,522,345**
City of Portland	**1197**	**FOSTER-WOODSTOCK: SE 87TH ST TO SE 101 ST**						
		Sidewalk construction and pedestrian amenities	**REGIONAL CMAQ PROGRAM**					
			Pre Eng	0	301,702	0	0	301,702
			Rt-of-Way	0	0	456,500	0	456,500
			Constr	0	0	0	1,172,600	1,172,600
			FEDERAL TOTAL	**0**	**301,702**	**456,500**	**1,172,600**	**1,930,802**
			LOCAL TOTAL					**220,989**
			STATE TOTAL					**0**
			GRAND TOTAL					**2,151,791**
City of Portland	**1167**	**EAST BURNSIDE: 3RD AVE TO 14TH AVE**						
	14404	Create one way couplet, on-street parking, pedestrian amenities, remove travel lane	**REGIONAL STP PROGRAM**					
			Constr	0	0	0	3,000,000	3,000,000
			SAFETEA EARMARK (HPP)					
			ROW	1,160,000	0	0	0	1,160,000
			FEDERAL TOTAL	**1,160,000**	**0**	**0**	**3,000,000**	**4,160,000**
			LOCAL TOTAL	**132,767**	**0**	**0**	**343,363**	**476,131**
			STATE TOTAL					**0**
			GRAND TOTAL	**1,292,767**	**0**	**0**	**3,343,363**	**4,636,131**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Port of Portland	**1203**	**82ND AVE/COLUMBIA INTERSECTION IMPROVEMENTS**						
		Add ramp lane, new signal, road widening, extend sidewalk	**REGIONAL STP PROGRAM**					
			Proj Dev	0	0	173,000	0	173,000
			Pre Eng	0	0	360,000	0	360,000
			Constr	0	0	0	1,467,000	1,467,000
			FEDERAL TOTAL	**0**	**0**	**533,000**	**1,467,000**	**2,000,000**
			LOCAL TOTAL					**228,909**
			STATE TOTAL					**0**
			GRAND TOTAL					**2,228,909**
City of Portland	**1204**	**PORTLAND ROAD/COLUMBIA BLVD**						
		Assessment covers alignments, PE, ROW needs, costs	**REGIONAL STP PROGRAM**					
			Proj Dev	0	0	538,380	0	538,380
			FEDERAL TOTAL	**0**	**0**	**538,380**	**0**	**538,380**
			LOCAL TOTAL					**61,620**
			STATE TOTAL					**0**
			GRAND TOTAL					**600,000**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Metro	**1150**	**MULTI-USE MASTER PLANS: MT SCOTT - SCOUTER'S LOOP**						
14398		Required planning prior to engineering and construction phases	**REGIONAL STP PROGRAM**					
			Gen Plan	0	100,000	0	0	100,000
			FEDERAL TOTAL	**0**	**100,000**	**0**	**0**	**100,000**
			LOCAL TOTAL	**0**	**11,445**	**0**	**0**	**11,445**
			STATE TOTAL					**0**
			GRAND TOTAL	**0**	**111,445**	**0**	**0**	**111,445**
NCPRD	**1157**	**TROLLEY TRAIL: SE JEFFERSON - SE GLEN ECHO AVE**						
13471		Construct new segment of multi-use path	**REGIONAL CMAQ PROGRAM**					
			Constr	0	2,447,000	0	0	2,447,000
			EARMARK (HPP)					
			Constr	0	771,000	0	0	771,000
			FEDERAL TOTAL	**0**	**3,218,000**	**0**	**0**	**3,218,000**
			LOCAL TOTAL	**0**	**368,314**	**0**	**0**	**368,314**
			STATE TOTAL					**0**
			GRAND TOTAL	**0**	**3,586,314**	**0**	**0**	**3,586,314**
Milwaukie	**1159**	**MILWAUKIE PEDESTRIAN IMPROVEMENTS: MAIN/HARRISON/21ST**						
14439		Improve streetscape facilities in downtown Milwaukie	**REGIONAL STP PROGRAM**					
			Constr	450,000	0	0	0	450,000
			FEDERAL TOTAL	**450,000**	**0**	**0**	**0**	**450,000**
			LOCAL TOTAL	**51,505**	**0**	**0**	**0**	**51,505**
			STATE TOTAL					**0**
			GRAND TOTAL	**501,505**	**0**	**0**	**0**	**501,505**
Clackamas County	**1130**	**SE 172ND AVENUE: SE FOSTER RD TO SE SUNNYSIDE RD**						
15389		Widen two lanes rural road to five lanes at urban standards.	**REGIONAL STP PROGRAM**					
			FDE	2,720,300	0	0	0	2,720,300
			FEDERAL TOTAL	**2,720,300**	**0**	**0**	**0**	**2,720,300**
			LOCAL TOTAL	**311,351**	**0**	**0**	**0**	**311,351**
			STATE TOTAL					**0**
			GRAND TOTAL	**3,031,651**	**0**	**0**	**0**	**3,031,651**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Oregon City	**1089**	**MCLOUGHLIN BOULEVARD: I-205 TO RAILROAD TUNNEL**						
12460		Provide first phase of boulevard improvements (adding on-street parking, pedestrian facilities, street lighting, road bed reconstruction) on McLoughlin in Downtown Oregon City to connect with City provided riverside amenities.	**REGIONAL STP PROGRAM**					
			Constr	3,900,000	0	0	0	3,900,000
			STATE FUNDS (PAVEMENT PRESERVATION)					
			Constr	2,249,698	0	0	0	2,249,698
			OTHER LOCAL FUNDS					
			Constr	3,233,472	0	0	0	3,233,472
			FEDERAL TOTAL	**3,900,000**	**0**	**0**	**0**	**3,900,000**
			LOCAL TOTAL	**3,679,844**	**0**	**0**	**0**	**3,679,844**
			STATE TOTAL	**2,249,698**	**0**	**0**	**0**	**2,249,698**
			GRAND TOTAL	**9,829,542**	**0**	**0**	**0**	**9,829,542**
Wilsonville	**1171**	**KINSMAN RD: SW BOECKMAN TO SW BARBER ST**						
14429		Extend Rd. to provide north-south connection for freight movement	**REGIONAL STP PROGRAM**					
			FDE	500,000	0	0	0	500,000
			Rt-of-Way	0	900,000	0	0	900,000
			FEDERAL TOTAL	**500,000**	**900,000**	**0**	**0**	**1,400,000**
			LOCAL TOTAL	**57,227**	**103,009**	**0**	**0**	**160,236**
			STATE TOTAL					**0**
			GRAND TOTAL	**557,227**	**1,003,009**	**0**	**0**	**1,560,236**
ODOT	**721**	**OR212/224: SUNRISE CORRIDOR (I-205 TO SE 122ND AVE)**						
TBD		Phase 1 of new limited access facility (PE and ROW).	**EARMARK (HPP)**					
			Pre Eng	0	15,308,100	0	0	15,308,100
			OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)					
			Rt-of-Way	0	20,000,000	0	0	20,000,000
			OTHER LOCAL FUNDS					
			Rt-of-Way	0	20,000,000	0	0	20,000,000
			FEDERAL TOTAL	**0**	**15,308,100**	**0**	**0**	**15,308,100**
			LOCAL TOTAL	**0**	**21,752,081**	**0**	**0**	**21,752,081**
			STATE TOTAL		**20,000,000**			**20,000,000**
			GRAND TOTAL	**0**	**57,060,181**	**0**	**0**	**57,060,181**
Wilsonville	**1184**	**BARBER ST: COFFEE LAKE LOOP-KINSMAN RD**						
14058		Extend Barber Road. FY05 Approps Earmark.	**SECTION 117 EARMARK (HPP) - No Local Match Requirement**					
			Pre Eng	496,000	0	0	0	496,000
			SAFETEA EARMARK (HPP)					
			Pre Eng	1,480,000	0	0	0	1,480,000
			ROW	740,000	0	0	0	740,000
			Const		1,480,000	0	0	1,480,000
			FEDERAL TOTAL	**2,716,000**	**1,480,000**	**0**	**0**	**4,196,000**
			LOCAL TOTAL	**254,089**	**169,393**	**0**	**0**	**423,482**
			STATE TOTAL					**0**
			GRAND TOTAL	**2,970,089**	**1,649,393**	**0**	**0**	**4,619,482**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Oregon City	1163	**SOUTH METRO AMTRAK STATION PHASE II**						
14388		Construct train station in Oregon City. $900K Federal STP funds moved to McLoughlin Blvd project. This project is now 100% locally funded.	**OTHER LOCAL FUNDS**					
			Constr	1,000,000	0	0	0	1,000,000
			FEDERAL TOTAL	**0**	**0**	**0**	**0**	**0**
			LOCAL TOTAL	**1,000,000**	**0**	**0**	**0**	**1,000,000**
			STATE TOTAL					**0**
			GRAND TOTAL	**1,000,000**	**0**	**0**	**0**	**1,000,000**
City of Milwaukie	TBD	**SE LAKE RD: SE 21ST AVE TO SE KUEHN RD**						
14064		Reconstruct Lake Road and add sidewalks, pedestrian enhancements and bike lanes.	**SAFETEA EARMARK (HPP)**					
			ROW	520,434	0	0	0	520,434
			Constr	2,959,132	0	0	0	2,959,132
			FEDERAL TOTAL	**3,479,566**	**0**	**0**	**0**	**3,479,566**
			LOCAL TOTAL	**398,252**	**0**	**0**	**0**	**398,252**
			STATE TOTAL					**0**
			GRAND TOTAL	**3,877,818**	**0**	**0**	**0**	**3,877,818**
Milwaukie	1205	**OR 99E BRIDGE AT KELLOGG LAKE**						
		Remove culvert, restore natural hydraulic function of creek	**REGIONAL STP PROGRAM**					
			Pre Eng	0	0	1,055,000	0	1,055,000
			FEDERAL TOTAL	**0**	**0**	**1,055,000**	**0**	**1,055,000**
			LOCAL TOTAL					**120,749**
			STATE TOTAL					**0**
			GRAND TOTAL					**1,175,749**
Clackamas County	1207	**HARMONY ROAD: 82ND AVE TO HIGHWAY 224**						
		Widen roadway to five lanes, construct over crossing of freight/Amtrak rail line.	**REGIONAL STP PROGRAM**					
			Pre Eng	0	0	0	1,500,000	1,500,000
			FEDERAL TOTAL	**0**	**0**	**0**	**1,500,000**	**1,500,000**
			LOCAL TOTAL					**171,682**
			STATE TOTAL					**0**
			GRAND TOTAL					**1,671,682**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Gresham	**1155**	**SPRINGWATER TRAILHEAD @ MAIN CITY PARK**						
14411		Construct facilities that support use of trail	**REGIONAL STP PROGRAM**					
			FDE	34,000	0	0	0	34,000
			Constr	0	276,000	0	0	276,000
			FEDERAL TOTAL	**34,000**	**276,000**	**0**	**0**	**310,000**
			LOCAL TOTAL	**3,891**	**31,589**	**0**	**0**	**35,481**
			STATE TOTAL					**0**
			GRAND TOTAL	**37,891**	**307,589**	**0**	**0**	**345,481**
Gresham	**1156**	**MAX TRAIL: CLEVELAND STATION - RUBY JCT**						
14413		Final engineering and construction of remaining sections of path	**REGIONAL CMAQ PROGRAM**					
			FDE	150,000	0	0	0	150,000
			Constr	0	740,000	0	0	740,000
			OTHER LOCAL FUNDS					
			Constr	0	391,336	0	0	391,336
			FEDERAL TOTAL	**150,000**	**740,000**	**0**	**0**	**890,000**
			LOCAL TOTAL	**17,168**	**476,032**	**0**	**0**	**493,200**
			STATE TOTAL					**0**
			GRAND TOTAL	**167,168**	**1,216,032**	**0**	**0**	**1,383,200**
Gresham	**1166**	**SE CLEVELAND AVE: SE STARK - SE POWELL**						
14393		Reconstruct and standardize 1.5 miles of Cleveland Ave through Gresham Regional Center. FDE phase for Stark to Powell Blvd, construction phase for Burnside to Powell only.	**REGIONAL STP PROGRAM**					
			FDE	277,000	0	0	0	277,000
			Constr	0	723,000	0	0	723,000
			FEDERAL TOTAL	**277,000**	**723,000**	**0**	**0**	**1,000,000**
			LOCAL TOTAL	**31,704**	**82,751**	**0**	**0**	**114,454**
			STATE TOTAL					**0**
			GRAND TOTAL	**308,704**	**805,751**	**0**	**0**	**1,114,454**
Multnomah County	**1172**	**SELLWOOD BRIDGE**						
13762		Planning for replacement of existing bridge	**REGIONAL STP PROGRAM**					
			FDE	2,000,000	0	0	0	2,000,000
			EARMARK (HPP)					
			ROW	0	7,000,000	0	0	7,000,000
			HBRRL (ODOT - FEDERAL BRIDGE FUNDS)					
			ROW	0	5,383,800	0	0	5,383,800
			FEDERAL TOTAL	**2,000,000**	**12,383,800**	**0**	**0**	**14,383,800**
			LOCAL TOTAL	**228,909**	**1,417,381**	**0**	**0**	**1,646,290**
			STATE TOTAL					**0**
			GRAND TOTAL	**2,228,909**	**13,801,181**	**0**	**0**	**16,030,090**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Multnomah County	**1173**	**BEAVER CR CULVERTS (TROUTDALE RD/COCHRAN/STARK ST)**						
14438		Culvert replacements (3) and environmental restoration	**REGIONAL STP PROGRAM**					
			FDE	110,500	0	0	0	110,500
			Rt-of-Way	0	30,000	0	0	30,000
			Constr	0	0	859,500	0	859,500
			OTHER LOCAL FUNDS					
			FDE	243,853	0	0	0	243,853
			Rt-of-Way	0	66,566	0	0	66,566
			Constr	0	0	3,445,126	0	3,445,126
			FEDERAL TOTAL	**110,500**	**30,000**	**859,500**	**0**	**1,000,000**
			LOCAL TOTAL	**256,500**	**70,000**	**3,543,500**	**0**	**3,870,000**
			STATE TOTAL					**0**
			GRAND TOTAL	**367,000**	**100,000**	**4,403,000**	**0**	**4,870,000**
Gresham	**1058**	**STARK STREET BOULEVARD, PH. 2: 190TH/197TH**						
12468		Pedestrian/non-auto amenities in and around Rockwood MAX station area.	**EARMARK (HPP)**					
			ROW	44,865	0	0	0	44,865
			Const	1,955,135	0	0	0	1,955,135
			FEDERAL TOTAL	**2,000,000**	**0**	**0**	**0**	**2,000,000**
			LOCAL TOTAL	**228,909**	**0**	**0**	**0**	**228,909**
			STATE TOTAL					**0**
			GRAND TOTAL	**2,228,909**	**0**	**0**	**0**	**2,228,909**
Multnomah County	**1031**	**223rd RR UNDERCROSSING AT SANDY BLVD**						
11429 TBD		Improve ped/bike safety at Hawthorne, Morrison & Burnside bridgeheads. Remove free auto turn lanes & provide sidewalk sections at hazard points.	**REGIONAL STP PROGRAM**					
			Constr	775,080	0	0	1,000,000	1,775,080
			OTHER LOCAL FUNDS					
			Const	5,376,754	0	0	0	5,376,754
			FEDERAL TOTAL	**775,080**	**0**	**0**	**1,000,000**	**1,775,080**
			LOCAL TOTAL	**5,465,465**	**0**	**0**	**114,454**	**5,579,920**
			STATE TOTAL					**0**
			GRAND TOTAL	**6,240,545**	**0**	**0**	**1,114,454**	**7,355,000**
City of Gresham	**1006**	**GRESHAM/FAIRVIEW TRAIL: BURNSIDE TO SPRINGWATER**						
15447		Construct second phase of multi-use path.	**SAFETEA EARMARK (HPP)**					
			ROW	188,000	0	0	0	188,000
			Constr	1,841,000	0	0	0	1,841,000
			ENHANCEMENT FUNDS					
			Const	800,000				800,000
			OTHER LOCAL FUNDS					
			PE	502,000	0	0	0	502,000
			Const	90,208	0	0	0	90,208
			FEDERAL TOTAL	**2,829,000**	**0**	**0**	**0**	**2,829,000**
			LOCAL TOTAL	**916,000**	**0**	**0**	**0**	**916,000**
			STATE TOTAL					**0**
			GRAND TOTAL	**3,745,000**	**0**	**0**	**0**	**3,745,000**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Gresham	**1196**	**HOOD STREET: SE DIVISION STREET TO SE POWELL BLVD**						
		Sidewalk construction and pedestrian amenities	**REGIONAL CMAQ PROGRAM**					
			Pre Eng	0	227,800	0	0	227,800
			Rt-of-Way	0	0	217,100	0	217,100
			Constr	0	0	0	441,700	441,700
			FEDERAL TOTAL	**0**	**227,800**	**217,100**	**441,700**	**886,600**
			LOCAL TOTAL					**101,475**
			STATE TOTAL					**0**
			GRAND TOTAL					**988,075**
Gresham	**1200**	**SE BURNSIDE: 181ST STREET TO STARK STREET**						
		Pedestrian amenities, underground utilities	**REGIONAL STP PROGRAM**					
			Proj Dev	0	0	300,000	0	300,000
			FEDERAL TOTAL	**0**	**0**	**300,000**	**0**	**300,000**
			LOCAL TOTAL					**34,336**
			STATE TOTAL					**0**
			GRAND TOTAL					**334,336**
Gresham	**1208**	**SE 190TH DR.: PLEASANT VIEW/HIGHLAND TO SW 30TH ST**						
		Turn lane and bike lanes	**REGIONAL STP PROGRAM**					
			Pre Eng	0	0	150,000	0	150,000
			Constr	0	0	0	450,000	450,000
			FEDERAL TOTAL	**0**	**0**	**150,000**	**450,000**	**600,000**
			LOCAL TOTAL					**68,673**
			STATE TOTAL					**0**
			GRAND TOTAL					**668,673**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Hillsboro	**1158**	**ROCK CREEK TRAIL: ORCHARD PARK - NW WILKENS ST**						
14437		Multi-use path that connects to Quatama LRT station	**REGIONAL CMAQ PROGRAM**					
			DOA	150,000				150,000
			FDE		230,000			230,000
			Constr			895,000		895,000
			FEDERAL TOTAL	**150,000**	**230,000**	**895,000**	**0**	**1,275,000**
			LOCAL TOTAL	**17,168**	**26,325**	**102,437**	**0**	**145,929**
			STATE TOTAL					**0**
			GRAND TOTAL	**167,168**	**256,325**	**997,437**	**0**	**1,420,929**
Tigard	**1105**	**WASHINGTON SQ. RC TRAIL: HALL TO GREENBERG**						
13527		Multi-use path with eventual connection to Fanno Creek Trail. <TE funds traded out for local funds>	**REGIONAL STP PROGRAM**					
			Constr	0	0	0	134,929	134,929
			OTHER LOCAL FUNDING					
			PE	74,223	0	0	0	74,223
			ROW	198,373	0	0	0	198,373
			Const	0	0	0	6,766	6,766
			FEDERAL TOTAL	**0**	**0**	**0**	**134,929**	**134,929**
			LOCAL TOTAL	**272,596**	**0**	**0**	**22,209**	**294,805**
			STATE TOTAL					**0**
			GRAND TOTAL	**272,596**	**0**	**0**	**157,138**	**429,734**
Forest Grove	**1092**	**FOREST GROVE PEDESTRIAN IMPROVEMENTS: 19TH AVE - PACIFIC AVE**						
12481		Construct elements of Forest Grove Downtown Pedestrian Improvement Program.	**REGIONAL STP PROGRAM**					
			Constr	1,206,639	0	0	0	1,206,639
			OTHER LOCAL FUNDING					
			Constr	385,000	0	0	0	385,000
			FEDERAL TOTAL	**1,206,639**	**0**	**0**	**0**	**1,206,639**
			LOCAL TOTAL	**523,105**	**0**	**0**	**0**	**523,105**
			STATE TOTAL					**0**
			GRAND TOTAL	**1,729,744**	**0**	**0**	**0**	**1,729,744**
Hillsboro	**1040**	**SE 10TH: E MAIN TO SE BASELINE**						
11434		Construct right turn lane to improve access to Hillsboro regional center and reduce conflict between Westside LRT and vehicular traffic.	**REGIONAL STP PROGRAM**					
			Constr	852,000	0	0	0	852,000
			FEDERAL TOTAL	**852,000**	**0**	**0**	**0**	**852,000**
			LOCAL TOTAL	**97,515**	**0**	**0**	**0**	**97,515**
			STATE TOTAL					**0**
			GRAND TOTAL	**949,515**	**0**	**0**	**0**	**949,515**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Tigard	**1042**	**SW GREENBURG RD: WASH SQ/TIEDEMAN**						
11436		Widen Greenburg from Tiedeman to Southbound 217 off ramps; implement TSM improvements at Wash. Square entrance.	**REGIONAL STP PROGRAM**					
			FDE			660,000		660,000
			Constr				1,000,000	1,000,000
			FEDERAL TOTAL	**0**	**0**	**660,000**	**1,000,000**	**1,660,000**
			LOCAL TOTAL	**0**	**0**	**75,540**	**114,454**	**189,994**
			STATE TOTAL					**0**
			GRAND TOTAL	**0**	**0**	**735,540**	**1,114,454**	**1,849,994**
Washington County	**1164**	**OR10: OLESON/SCHOLLS FERRY RD INTERSECTION**						
14389		Engineer design improvements to improve safety for all modes at hazardous intersection.	**REGIONAL STP PROGRAM**					
			Planning	100,000	0	0	0	100,000
			FDE	900,000	0	0	0	900,000
			EARMARK (HPP)					
			FDE	3,000,000	0	0	0	3,000,000
			OTHER LOCAL FUNDING					
			FDE	2,229,508	0	0	0	2,229,508
			FEDERAL TOTAL	**4,000,000**	**0**	**0**	**0**	**4,000,000**
			LOCAL TOTAL	**2,687,326**	**0**	**0**	**0**	**2,687,326**
			STATE TOTAL					**0**
			GRAND TOTAL	**6,687,326**	**0**	**0**	**0**	**6,687,326**
Beaverton	**1131**	**ROSE BIGGI AVENUE (SW HALL BLVD TO SW CRESCENT STREET)**						
14400		Extend Rose Biggi Avenue in the Beaverton regional center.	**REGIONAL STP PROGRAM**					
			FDE	0	0	580,000	0	580,000
			FEDERAL TOTAL	**0**	**0**	**580,000**	**0**	**580,000**
			LOCAL TOTAL	**0**	**0**	**66,384**	**0**	**66,384**
			STATE TOTAL					**0**
			GRAND TOTAL	**0**	**0**	**646,384**	**0**	**646,384**
Washington County	**1169**	**TUALATIN-SHERWOOD RD ATMS (99W TO TETON)**						
14414		Upgrade traffic signal systems and install video detection system	**REGIONAL CMAQ PROGRAM**					
			FDE	0	116,675	0	0	116,675
			Constr	0	0	592,729	0	592,729
			FEDERAL TOTAL	**0**	**116,675**	**592,729**	**0**	**709,404**
			LOCAL TOTAL	**0**	**13,354**	**67,840**	**0**	**81,194**
			STATE TOTAL					**0**
			GRAND TOTAL	**0**	**130,029**	**660,569**	**0**	**790,598**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Washington County	**1061**	**I-5/OR99W CONNECTOR (TUALATIN TO SHERWOOD)**						
13301		Alternatives analysis and state land use exceptions findings for the I-5/99W connector.	**EARMARK (HPP)**					
			PE	0	8,497,857	0	0	8,497,857
			OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)					
			PE	0	10,000,000	0	0	10,000,000
			STATE MODERNIZATION					
			PE	0	300,000	0	0	300,000
			FEDERAL TOTAL	**0**	**8,497,857**	**0**	**0**	**8,497,857**
			LOCAL TOTAL	**0**	**972,618**	**0**	**0**	**972,618**
			STATE TOTAL		**10,300,000**			**10,300,000**
			GRAND TOTAL	**0**	**19,770,475**	**0**	**0**	**19,770,475**
Washington County	**1043**	**WASHINGTON COUNTY ITS PROJECTS: TRAFFIC OPS CENTER**						
11437		Plan and implement arterial management system on county roads	**REGIONAL STP PROGRAM**					
			Constr	242,271	0	0	0	242,271
			FEDERAL TOTAL	**242,271**	**0**	**0**	**0**	**242,271**
			LOCAL TOTAL	**27,729**	**0**	**0**	**0**	**27,729**
			STATE TOTAL					**0**
			GRAND TOTAL	**270,000**	**0**	**0**	**0**	**270,000**
Washington County	**1104**	**BEAVERTON POWERLINE TRAIL: MERLO LRT STATION TO SCHUEPBACH PARK**						
13526		Design, acquire and construct a 10' wide, 1.95-mi segment of the Beaverton Powerline Trail from the TriMet light-rail line south to Schuepbach Park.	**REGIONAL CMAQ PROGRAM**					
			Constr	637,393	0	0	0	637,393
			LOCAL SOURCES					
			Constr	489,655	0	0	0	489,655
			FEDERAL TOTAL	**637,393**	**0**	**0**	**0**	**637,393**
			LOCAL TOTAL	**562,607**	**0**	**0**	**0**	**562,607**
			STATE TOTAL					**0**
			GRAND TOTAL	**1,200,000**	**0**	**0**	**0**	**1,200,000**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Cornelius	**1165**	**10TH AVE: N BASELINE TO N ADAIR**						
14392		Road reconstruction with widened turning radii at intersections and addition of turn lanes <Funds transferred to OR8:10th Ave-19th Ave - Project now 100% locally funded>	**OTHER LOCAL FUNDS**					
			Pre Eng	201,304	0	0	0	201,304
			Rt-of-Way	0	63,669	0	0	63,669
			Constr	0	667,826	0	0	667,826
			FEDERAL TOTAL	**0**	**0**	**0**	**0**	**0**
			LOCAL TOTAL	**201,304**	**731,495**	**0**	**0**	**932,799**
			STATE TOTAL					**0**
			GRAND TOTAL	**201,304**	**731,495**	**0**	**0**	**932,799**
Washington County	**1108**	**WASH CO. ARTERIAL FREIGHT PRIORITY PROGRAM**						
13501		Reserve funds to conduct PE on priority project(s) to be recommended by the Washington County Arterial Freight Priority Program.	**OTHER LOCAL FUNDS**					
			PE	2,000,000	0	0	0	2,000,000
			FEDERAL TOTAL	**0**	**0**	**0**	**0**	**0**
			LOCAL TOTAL	**2,000,000**	**0**	**0**	**0**	**2,000,000**
			STATE TOTAL					**0**
			GRAND TOTAL	**2,000,000**	**0**	**0**	**0**	**2,000,000**
USFW	**TBD**	**TUALATIN RIVER: NATIONAL WILDLIFE REFUGE**						
14069		Construction transportation facilities.	**SAFETEA EARMARK (HPP)**					
			Constr	0	793,600	0	0	793,600
			FEDERAL TOTAL	**0**	**793,600**	**0**	**0**	**793,600**
			LOCAL TOTAL	**0**	**90,831**	**0**	**0**	**90,831**
			STATE TOTAL					**0**
			GRAND TOTAL	**0**	**884,431**	**0**	**0**	**884,431**
Metro	**1192**	**WESTSIDE TRAIL MASTER PLAN: WILLAMETTE TO TUALATIN RIVERS**						
		Required planning prior to engineering and construction phases	**REGIONAL STP PROGRAM**					
			Sys Study	0	0	300,000	0	300,000
			FEDERAL TOTAL	**0**	**0**	**300,000**	**0**	**300,000**
			LOCAL TOTAL					**34,336**
			STATE TOTAL					**0**
			GRAND TOTAL					**334,336**
Washington County	**1194**	**FANNO CREEK TRAIL: HALL BOULEVARD CROSSING**						
		Project development work prior to construction phase	**REGIONAL STP PROGRAM**					
			Proj Dev	0	0	359,000	0	359,000
			FEDERAL TOTAL	**0**	**0**	**359,000**	**0**	**359,000**
			LOCAL TOTAL					**41,089**
			STATE TOTAL					**0**
			GRAND TOTAL					**400,089**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Cornelius	**1198**	**EAST BASELINE STREET: 10TH AVE TO 19TH AVE**						
		Pedestrian amenities, bike lanes, on-street parking	**REGIONAL CMAQ PROGRAM**					
			Pre Eng	0	449,000	0	0	449,000
			Rt-of-Way	0	0	289,700	0	289,700
			Constr	0	0	0	2,492,000	2,492,000
			FEDERAL TOTAL	**0**	**449,000**	**289,700**	**2,492,000**	**3,230,700**
			LOCAL TOTAL					**369,768**
			STATE TOTAL					**0**
			GRAND TOTAL					**3,600,468**
Tigard	**1206**	**MAIN STREET: RAIL CORRIDOR TO 99W**						
		Green street retrofit, pedestrian amenities, streetlights	**REGIONAL STP PROGRAM**					
			Proj Dev	0	255,730	0	0	255,730
			Pre Eng	0	0	255,730	0	255,730
			Rt-of-Way	0	0	44,865	0	44,865
			Constr	0	0	0	1,983,675	1,983,675
			FEDERAL TOTAL	**0**	**255,730**	**300,595**	**1,983,675**	**2,540,000**
			LOCAL TOTAL					**290,714**
			STATE TOTAL					**0**
			GRAND TOTAL					**2,830,714**
Washington County	**1210**	**HWY 217: BEAVERTON HILLSDALE HWY TO SW ALLEN BLVD**						
		Preliminary design and engineering	**REGIONAL STP PROGRAM**					
			Sys Study	0	0	0	373,000	373,000
			FEDERAL TOTAL	**0**	**0**	**0**	**373,000**	**373,000**
			LOCAL TOTAL					**42,692**
			STATE TOTAL					**0**
			GRAND TOTAL					**415,692**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Metro	**1145**	**REGIONAL FREIGHT PLANNING**						
14384 14385		Update Metro's Regional Freight program	**REGIONAL STP PROGRAM** Gen Plan	75,000	75,000	0	0	150,000
			FEDERAL TOTAL	**75,000**	**75,000**	**0**	**0**	**150,000**
			LOCAL TOTAL	**8,584**	**8,584**	**0**	**0**	**17,168**
			STATE TOTAL					**0**
			GRAND TOTAL	**83,584**	**83,584**	**0**	**0**	**167,168**
Regional	**126**	**METRO PLANNING**						
14386 14387		Planning functions to comply with federal/state requirements and ensure eligibility for project funding and permitting.	**REGIONAL STP PROGRAM** Gen Plan	853,000	878,000	981,590	1,011,040	3,723,630
			FEDERAL TOTAL	**853,000**	**878,000**	**981,590**	**1,011,040**	**3,723,630**
			LOCAL TOTAL	**97,630**	**100,491**	**112,347**	**115,718**	**426,186**
			STATE - PL	**1,512,764**	**1,752,334**	**1,808,409**	**1,866,278**	**6,939,785**
			GRAND TOTAL	**2,463,394**	**2,730,825**	**2,902,346**	**2,993,036**	**11,089,601**
Metro	**1151**	**NEXT PRIORITY CORRIDOR STUDY**						
14564		System level planning and alternatives for selected corridor	**REGIONAL STP PROGRAM** Sys Study	500,000	0	0	300,000	800,000
			FEDERAL TOTAL	**500,000**	**0**	**0**	**300,000**	**800,000**
			LOCAL TOTAL	**57,227**	**0**	**0**	**34,336**	**91,564**
			STATE TOTAL					**0**
			GRAND TOTAL	**557,227**	**0**	**0**	**334,336**	**891,564**
Metro	**1134**	**METRO RTO PROGRAM**						
14441 14442		Funds for programs that reduce drive alone travel, improve efficiency of existing transporation systems, reduce congestion and improve air quality.	**REGIONAL CMAQ PROGRAM** Operating	1,800,000	1,800,000	2,397,000	1,882,000	7,879,000
			FEDERAL TOTAL	**1,800,000**	**1,800,000**	**2,397,000**	**1,882,000**	**7,879,000**
			LOCAL TOTAL	**206,018**	**206,018**	**274,347**	**215,403**	**901,787**
			STATE TOTAL					**0**
			GRAND TOTAL	**2,006,018**	**2,006,018**	**2,671,347**	**2,097,403**	**8,780,787**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Metro	**1161**	**TRAVELSMART PROGRAM**						
14443		Educate citizens about alternative modes of transportation.	**REGIONAL CMAQ PROGRAM**					
			Operating	500,000	0	0	0	500,000
			FEDERAL TOTAL	**500,000**	**0**	**0**	**0**	**500,000**
			LOCAL TOTAL	**57,227**	**0**	**0**	**0**	**57,227**
			STATE TOTAL					**0**
			GRAND TOTAL	**557,227**	**0**	**0**	**0**	**557,227**
Metro	**1146**	**TOD LRT STATION AREA/CENTERS PROGRAM**						
14446		Transit oriented development near light rail.	**REGIONAL STP PROGRAM**					
			Non-Hwy Cp	2,000,000	2,000,000	1,500,000	1,500,000	7,000,000
			FEDERAL TOTAL	**2,000,000**	**2,000,000**	**1,500,000**	**1,500,000**	**7,000,000**
			LOCAL TOTAL	**228,909**	**228,909**	**171,682**	**171,682**	**801,181**
			STATE TOTAL					**0**
			GRAND TOTAL	**2,228,909**	**2,228,909**	**1,671,682**	**1,671,682**	**7,801,181**
Tri-Met	**154**	**BUS STOP DEVELOPMENT & STREAMLINE PROGRAM (FREQUENT BUS)**						
14379 14380		Increase access, decrease delay and improve amenities of transit service.	**REGIONAL STP PROGRAM**					
			Non-Hwy Cp		1,375,000	1,375,000	1,375,000	4,125,000
			REGIONAL CMAQ PROGRAM					
			Non-Hwy Cp	1,375,000	0	0	0	1,375,000
			FEDERAL TOTAL	**1,375,000**	**1,375,000**	**1,375,000**	**1,375,000**	**5,500,000**
			LOCAL TOTAL	**157,375**	**157,375**	**157,375**	**157,375**	**629,500**
			STATE TOTAL					**0**
			GRAND TOTAL	**1,532,375**	**1,532,375**	**1,532,375**	**1,532,375**	**6,129,500**
PSU	**1174**	**FREIGHT DATA COLLECTION & ARCHIVE**						
14546		Ramp meter upgrade to distinguish truck vehicles, archive data.	**REGIONAL STP PROGRAM**					
			Other	179,000	0	0	0	179,000
			FEDERAL TOTAL	**179,000**	**0**	**0**	**0**	**179,000**
			LOCAL TOTAL	**20,487**	**0**	**0**	**0**	**20,487**
			STATE TOTAL					**0**
			GRAND TOTAL	**199,487**	**0**	**0**	**0**	**199,487**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Metro	**1149**	**SOUTH CORRIDOR PHASE II (PE): PORTLAND TO MILWAUKIE**						
		Required element of competitive LRT funding process	**REGIONAL CMAQ PROGRAM**					
			FDE	0	0	2,000,000	0	2,000,000
			OTHER LOCAL FUNDS					
			FDE	0	0	3,771,091	0	3,771,091
			FEDERAL TOTAL	**0**	**0**	**2,000,000**	**0**	**2,000,000**
			LOCAL TOTAL	**0**	**0**	**4,000,000**	**0**	**4,000,000**
			STATE TOTAL					**0**
			GRAND TOTAL	**0**	**0**	**6,000,000**	**0**	**6,000,000**
Metro	**1186**	**METRO REGIONAL TRAILS PROGRAM**						
14066		Bicycle and pedestrian facilities	**SAFETEA EARMARK (HPP)**					
			Const	0	1,546,000	0	0	1,546,000
			FEDERAL TOTAL	**0**	**1,546,000**	**0**	**0**	**1,546,000**
			LOCAL TOTAL	**0**	**176,947**	**0**	**0**	**176,947**
			STATE TOTAL					**0**
			GRAND TOTAL	**0**	**1,722,947**	**0**	**0**	**1,722,947**
TriMet	**1142**	**REGIONAL RAIL BOND PAYMENT**						
TBD		TriMet's use of MTIP funds for GARVEE debt service on I-205/Mall LRT, Washington County Commuter Rail, and South Waterfront Streetcar. CMAQ funds for Debt Service and STP funds for Preventive Maintenance.	**REGIONAL STP PROGRAM**					
			Non-Hwy Cp	1,970,000	1,660,000	1,310,000	2,000,000	6,940,000
			REGIONAL CMAQ PROGRAM					
			Non-Hwy Cp	7,330,000	7,640,000	7,990,000	7,300,000	30,260,000
			FEDERAL TOTAL	**9,300,000**	**9,300,000**	**9,300,000**	**9,300,000**	**37,200,000**
			LOCAL TOTAL	**1,064,427**	**1,064,427**	**1,064,427**	**1,064,427**	**4,257,706**
			STATE TOTAL					**0**
			GRAND TOTAL	**10,364,427**	**10,364,427**	**10,364,427**	**10,364,427**	**41,457,706**
Metro	**1190**	**LIVABLE STREETS PROGRAM**						
		Policy and guidebook update	**REGIONAL STP PROGRAM**					
			Other	0	0	250,000	0	250,000
			FEDERAL TOTAL	**0**	**0**	**250,000**	**0**	**250,000**
			LOCAL TOTAL					**28,614**
			STATE TOTAL					**0**
			GRAND TOTAL					**278,614**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
Tri-Met	**1191**	**PEDESTRIAN NETWORK ANALYSIS**						
		Framework for selecting pedestrian projects that benefit transit access	**REGIONAL STP PROGRAM**					
			Other	0	0	125,000	0	125,000
			FEDERAL TOTAL	**0**	**0**	**125,000**	**0**	**125,000**
			LOCAL TOTAL					**14,307**
			STATE TOTAL					**0**
			GRAND TOTAL					**139,307**
Tri-Met	**1201**	**TRANSIT BUS EMISSION REDUCTION**						
		Retrofit buses for emission reduction	**REGIONAL CMAQ PROGRAM**					
			Other	1,000,000	0	0	0	1,000,000
			FEDERAL TOTAL	**1,000,000**	**0**	**0**	**0**	**1,000,000**
			LOCAL TOTAL					**114,454**
			STATE TOTAL					**0**
			GRAND TOTAL					**1,114,454**
Regional	**1202**	**CASCADE SIERRA SMARTWAY TECHNOLOGY**						
		Emission reduction technology center	**REGIONAL CMAQ PROGRAM**					
			Other	200,000	0	0	0	200,000
			FEDERAL TOTAL	**200,000**	**0**	**0**	**0**	**200,000**
			LOCAL TOTAL					**22,891**
			STATE TOTAL					**0**
			GRAND TOTAL					**222,891**
Metro	**1209**	**ITS PROGRAMMATIC ALLOCATION**						
		Develop ITS program	**REGIONAL CMAQ PROGRAM**					
			Other	0	0	1,500,000	1,500,000	3,000,000
			FEDERAL TOTAL	**0**	**0**	**1,500,000**	**1,500,000**	**3,000,000**
			LOCAL TOTAL					**343,363**
			STATE TOTAL					**0**
			GRAND TOTAL					**3,343,363**

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Tri-Met	**1085**	**TRIMET BUS/RAIL TRANSIT ENHANCEMENTS PROGRAM**						
14477 14478		One percent of Section 5307 appropriations that FTA requires be allocated to improvement of bus or rail transit amenities such as real-time arrival signage.	**FTA FORMULA AID PROGRAM (SEC. 5307)**					
			Non-Hwy Cp	430,400	461,600	349,164	359,639	1,600,803
			FEDERAL TOTAL (80%)	**430,400**	**461,600**	**349,164**	**359,639**	**1,600,803**
			LOCAL TOTAL (20%)	**107,600**	**115,400**	**87,291**	**89,910**	**400,201**
			STATE TOTAL					**0**
			GRAND TOTAL	**538,000**	**577,000**	**436,455**	**449,549**	**2,001,004**
Tri-Met	**388**	**TRIMET RAIL VEHICLE PREVENTIVE MAINTENANCE**						
14479 14480		Funds to maintain and refurbish light rail vehicles, tracking and stations.	**FTA FORMULA RAIL MODERNIZATION (SEC. 5309)**					
			Non-Hwy Cp	8,675,200	9,208,800	9,550,600	10,123,636	37,558,236
			FEDERAL TOTAL (80%)	**8,675,200**	**9,208,800**	**9,550,600**	**10,123,636**	**37,558,236**
			LOCAL TOTAL (20%)	**2,168,800**	**2,302,200**	**2,387,650**	**2,530,909**	**9,389,559**
			STATE TOTAL					**0**
			GRAND TOTAL	**10,844,000**	**11,511,000**	**11,938,250**	**12,654,545**	**46,947,795**
Tri-Met	**388**	**TRIMET BUS/RAIL PREVENTIVE MAINTENANCE**						
14475 14476		Capital maintenance for bus and rail.	**FTA FORMULA AID PROGRAM (SEC. 5307)**					
			Non-Hwy Cp	42,980,800	46,116,000	34,916,431	35,963,924	159,977,155
			FEDERAL TOTAL (80%)	**42,980,800**	**46,116,000**	**34,916,431**	**35,963,924**	**159,977,155**
			LOCAL TOTAL (20%)	**10,745,200**	**11,529,000**	**8,729,108**	**8,990,981**	**39,994,289**
			STATE TOTAL					**0**
			GRAND TOTAL	**53,726,000**	**57,645,000**	**43,645,539**	**44,954,905**	**199,971,444**
TriMet	**1099**	**TRIMET JOBS ACCESS/REVERSE COMMUTE**						
		Program to improve transit access for low/moderate income households in Metro area.	**FTA JARC FORMULA PROGRAM (SEC. 5316)**					
			Non-Hwy Cp	1,792,551	700,983	743,042	787,624	4,024,200
			FEDERAL TOTAL (50%)	**1,792,551**	**700,983**	**743,042**	**787,624**	**4,024,200**
			LOCAL TOTAL (50%)	**1,792,551**	**700,983**	**743,042**	**787,624**	**4,024,200**
			STATE TOTAL					**0**
			GRAND TOTAL	**3,585,102**	**1,401,966**	**1,486,084**	**1,575,248**	**8,048,400**
TriMet		**TRIMET NEW FREEDOM PROGRAM**						
		Services and facility improvements for elderly and disabled customers to supplement ADA requirements.	**FTA NEW FREEDOM FORMULA PROGRAM (SEC. 5317)**					
			Non-Hwy Cp	1,036,251	384,248	407,303	431,741	2,259,543
			FEDERAL TOTAL (50%)	**1,036,251**	**384,248**	**407,303**	**431,741**	**2,259,543**
			LOCAL TOTAL (50%)	**1,036,251**	**384,248**	**407,303**	**431,741**	**2,259,543**
			STATE TOTAL					**0**
			GRAND TOTAL	**2,072,502**	**768,496**	**814,606**	**863,482**	**4,519,086**

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Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
ODOT		**TRIMET: VEHICLE PURCHASES & PREVENTIVE MAINTENANCE**						
15505		ODOT Public Transit Division's Funding Allocation.	**STATE STP FUNDS**					
			Other	4,971,538	0	0	0	4,971,538
			FEDERAL TOTAL	**4,971,538**	**0**	**0**	**0**	**4,971,538**
			LOCAL TOTAL	**569,015**	**0**	**0**	**0**	**569,015**
			STATE TOTAL					**0**
			GRAND TOTAL	**5,540,553**	**0**	**0**	**0**	**5,540,553**
Tri-Met		**TRIMET: VEHICLES FOR MASS TRANSIT**						
15503		ODOT Public Transit Division's Funding Allocation.	**STATE STP FUNDS**					
			Other	1,480,545	0	0	0	1,480,545
			FEDERAL TOTAL	**1,480,545**	**0**	**0**	**0**	**1,480,545**
			LOCAL TOTAL	**169,455**	**0**	**0**	**0**	**169,455**
			STATE TOTAL					**0**
			GRAND TOTAL	**1,650,000**	**0**	**0**	**0**	**1,650,000**
ODOT		**TRIMET: OPERATIONS**						
15504 15506		ODOT Public Transit Division's Funding Allocation.	**FTA - ELDERLY & DISABLED PROGRAM (SEC. 5310)**					
			Other	91,780	0	0	0	91,780
			STATE STP PROGRAM					
			Other	456,140	0	0	0	456,140
			FEDERAL TOTAL	**547,920**	**0**	**0**	**0**	**547,920**
			LOCAL TOTAL	**62,712**	**0**	**0**	**0**	**62,712**
			STATE TOTAL					**0**
			GRAND TOTAL	**610,632**	**0**	**0**	**0**	**610,632**
SMART	**1132**	**SMART BUS/RAIL PREVENTATIVE MAINTENANCE**						
14579 14580		Funds to maintain and refurbish bus and rail fleet.	**FTA FORMULA AID PROGRAM (SEC. 5307)**					
			Non-Hwy Cp	321,600	345,600	373,248	403,108	1,582,613
			FEDERAL TOTAL (80%)	**321,600**	**345,600**	**373,248**	**403,108**	**1,582,613**
			LOCAL TOTAL (20%)	**80,400**	**86,400**	**93,312**	**100,777**	**360,889**
			STATE TOTAL					**0**
			GRAND TOTAL	**402,000**	**432,000**	**466,560**	**503,885**	**1,804,445**
SMART	**1133**	**SMART BUS/RAIL TRANSIT ENHANCEMENTS PROGRAM**						
14583 14584		One percent of Section 5307 appropriations that FTA requires be allocated to improvement of bus or rail transit amenities.	**FTA FORMULA AID PROGRAM (SEC. 5307)**					
			Non-Hwy Cp	3,200	3,200	3,732	4,031	14,163
			FEDERAL TOTAL (80%)	**3,200**	**3,200**	**3,732**	**4,031**	**14,163**
			LOCAL TOTAL (20%)	**800**	**800**	**933**	**1,008**	**3,541**
			STATE TOTAL					**0**
			GRAND TOTAL	**4,000**	**4,000**	**4,665**	**5,039**	**17,704**

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SMART	1132	**SMART BUS PURCHASE**						
14657 14658		Bus Purchase	**FTA FORMULA RAIL MODERNIZATION (SEC. 5309)** Non-Hwy Cp	54,340	56,430	0	0	110,770
			FEDERAL TOTAL (80%)	**54,340**	**56,430**	**0**	**0**	**110,770**
			LOCAL TOTAL (20%)	**13,585**	**14,108**	**0**	**0**	**27,693**
			STATE TOTAL					**0**
			GRAND TOTAL	**67,925**	**70,538**	**0**	**0**	**138,463**
SMART		**SMART JOBS ACCESS/REVERSE COMMUTE**						
15412 15413		Program to improve transit access for low/moderate income households in Metro area.	**FTA JARC FORMULA PROGRAM (SEC. 5316)** Non-Hwy Cp	4,088	4,673	4,953	5,250	18,964
			FEDERAL TOTAL (50%)	**4,088**	**4,673**	**4,953**	**5,250**	**18,964**
			LOCAL TOTAL (50%)	**4,088**	**4,673**	**4,953**	**5,250**	**18,964**
			STATE TOTAL					**0**
			GRAND TOTAL	**8,176**	**9,346**	**9,906**	**10,500**	**37,928**
SMART		**SMART NEW FREEDOM PROGRAM**						
15422 15423		Services and facility improvements for elderly and disabled customers to supplement ADA requirements.	**FTA NEW FREEDOM FORMULA PROGRAM (SEC. 5317)** Non-Hwy Cp	2,442	2,582	2,737	2,901	10,662
			FEDERAL TOTAL (50%)	**2,442**	**2,582**	**2,737**	**2,901**	**10,662**
			LOCAL TOTAL (50%)	**2,442**	**2,582**	**2,737**	**2,901**	**10,662**
			STATE TOTAL					**0**
			GRAND TOTAL	**4,884**	**5,164**	**5,474**	**5,802**	**21,324**
SMART	1177	**CITY OF WILSONVILLE: MASS TRANSIT**						
15507		ODOT Public Transit Division's Funding Allocation.	**STATE STP FUNDS** Other	224,325				224,325
			FEDERAL TOTAL	**224,325**	**0**	**0**	**0**	**224,325**
			LOCAL TOTAL	**25,675**	**0**	**0**	**0**	**25,675**
			STATE TOTAL					**0**
			GRAND TOTAL	**250,000**	**0**	**0**	**0**	**250,000**
ODOT	1177	**CITY OF WILSONVILLE: PREVENTIVE MAINTENANCE**						
15508		ODOT Public Transit Division's Funding Allocation.	**STATE STP FUNDS** Other	13,460				13,460
			FEDERAL TOTAL	**13,460**	**0**	**0**	**0**	**13,460**
			LOCAL TOTAL	**1,541**	**0**	**0**	**0**	**1,541**
			STATE TOTAL					**0**
			GRAND TOTAL	**15,001**	**0**	**0**	**0**	**15,001**

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Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
ODOT		**RIDE CONNECTION: OPERATIONS**						
		ODOT Public Transit Division's Funding Allocations.	**STATE STP FUNDS**					
			Other	140,534	0	0	0	140,534
			FEDERAL TOTAL	**140,534**	**0**	**0**	**0**	**140,534**
			LOCAL TOTAL	**16,085**	**0**	**0**	**0**	**16,085**
			STATE TOTAL					**0**
			GRAND TOTAL	**156,619**	**0**	**0**	**0**	**156,619**
ODOT		**RIDE CONNECTION: VEHICLE PURCHASES & PREVENTIVE MAINTENANCE**						
		ODOT Public Transit Division's Funding Allocations.	**STATE STP FUNDS**					
			Other	454,523	0	0	0	454,523
			FEDERAL TOTAL	**454,523**	**0**	**0**	**0**	**454,523**
			LOCAL TOTAL	**52,022**	**0**	**0**	**0**	**52,022**
			STATE TOTAL					**0**
			GRAND TOTAL	**506,545**	**0**	**0**	**0**	**506,545**
ODOT		**RIDE CONNECTION: TRAVEL TRAINING & SERVICE DESIGN**						
		ODOT Public Transit Division's Funding Allocations.	**FTA - ELDERLY & DISABLED PROGRAM (SEC. 5310)**					
			Other	1,051,992	0	0	0	1,051,992
			FEDERAL TOTAL	**1,051,992**	**0**	**0**	**0**	**1,051,992**
			LOCAL TOTAL	**120,405**	**0**	**0**	**0**	**120,405**
			STATE TOTAL					**0**
			GRAND TOTAL	**1,172,397**	**0**	**0**	**0**	**1,172,397**
ODOT		**RIDE CONNECTION: JOBS ACCESS/REVERSE COMMUTE**						
		ODOT Public Transit Division's Funding Allocations.	**FTA JARC FORMULA PROGRAM (SEC. 5316)**					
			Other	48,816	0	0	0	48,816
			FEDERAL TOTAL (50%)	**48,816**	**0**	**0**	**0**	**48,816**
			LOCAL TOTAL (50%)	**48,816**	**0**	**0**	**0**	**48,816**
			STATE TOTAL					**0**
			GRAND TOTAL	**97,632**	**0**	**0**	**0**	**97,632**

Sponsor / ODOT Key No.	Metro ID No.	PROJECT NAME / Description	Funding source / Work phase	2008	2009	2010	2011	Total Authority
City of Portland	**1116**	**UNION STATION FACILITY IMPROVEMENTS (ODOT)**						
14659 14660 14661 14662		Improve Union Station multi-modal access for patrons of Amtrak, TriMet LRT, the Portland Streetcar, inter and intra-city buses, & bike/ped access.	**TRANSPORTATION ENHANCEMENT (TE) PROGRAM 89.73/10.27**					
			Pre Eng	183,950	0	0	0	183,950
			Constr	0	0	1,162,000	0	1,162,000
			SAFETEA-LU EARMARK (FTA SEC. 5309) 80/20					
			Constr	60,836	22,564	0	0	83,400
			FEDERAL TOTAL	**244,786**	**22,564**	**1,162,000**	**0**	**1,429,350**
			LOCAL TOTAL	**36,263**	**5,641**	**132,996**	**0**	**174,900**
			STATE TOTAL					**0**
			GRAND TOTAL	**281,049**	**28,205**	**1,294,996**	**0**	**1,604,250**
TriMet	**1187**	**DOMESTICALLY PRODUCED STREETCAR**						
14636 14637		Design and build domestically produced streetcar.	**SAFETEA LU EARMARK - (FTA SEC. 5314 - DEMOS) No Local Match Required**					
			Other	1,000,000	1,000,000	0	0	2,000,000
			FEDERAL TOTAL	**1,000,000**	**1,000,000**	**0**	**0**	**2,000,000**
			LOCAL TOTAL					**0**
			STATE TOTAL					**0**
			GRAND TOTAL	**1,000,000**	**1,000,000**	**0**	**0**	**2,000,000**
TriMet		**GRESHAM CIVIC STATION**						
15129 15130 15131 15132		Construct a light rail station with adjoining public plaza and station area development.	**SAFETEA-LU EARMARK (FTA SEC. 5309) 80/20**					
			Const	851,700	316,008	0	0	1,167,708
			FEDERAL TOTAL	**851,700**	**316,008**	**0**	**0**	**1,167,708**
			LOCAL TOTAL	**212,925**	**79,002**	**0**	**0**	**291,927**
			STATE TOTAL					**0**
			GRAND TOTAL	**1,064,625**	**395,010**	**0**	**0**	**1,459,635**
PSU		**PSU NATIONAL TRANSPORTATION RESEARCH INSTITUTE**						
15211		Research program.	**SAFETEA-LU EARMARK (FTA SEC. 5505) 50/50**					
			Other	3,200,000	3,500,000	0	0	6,700,000
			FEDERAL TOTAL (50%)	**3,200,000**	**3,500,000**	**0**	**0**	**6,700,000**
			LOCAL TOTAL (50%)	**3,200,000**	**3,500,000**	**0**	**0**	**6,700,000**
			STATE TOTAL					**0**
			GRAND TOTAL	**6,400,000**	**7,000,000**	**0**	**0**	**13,400,000**
TriMet	**1026**	**I-205 LRT TO CLACKAMAS & PORTLAND MALL**						
13720		Construction of LRT in the I-205 (Gateway to Clackamas Regional Center) Corridor and the Portland Mall.	**FTA LIGHT RAIL NEW STARTS (SEC. 5309) 60/40**					
			Const	80,000,000	80,000,000	80,000,000	25,413,000	265,413,000
			STATE STP PROGRAM 89.73/10.27					
			Constr	5,000,000	0	0	0	5,000,000
			FEDERAL TOTAL	**85,000,000**	**80,000,000**	**80,000,000**	**25,413,000**	**270,413,000**
			LOCAL TOTAL	**53,905,606**	**53,333,333**	**53,333,333**	**16,942,000**	**177,514,272**
			STATE TOTAL					**0**
			GRAND TOTAL	**138,905,606**	**133,333,333**	**133,333,333**	**42,355,000**	**447,927,272**

Table 4.3
State Programming

KEY #	PROJECT	Year	Planning Funds	Year	PE Funds	Year	Right-of-Way Funds	Year	Utilities Funds	Year	Construction Funds	Year	Other Funds	Grand Total
	Highway Capacity Projects (Modernization and OTIA)													
12869	2006 Mod Reserve (Reg 1) **									2006	$ 439			$ 439
12826	2005 Modernization (Reg 1) **			2007	$ 1,638	2007	$ 1,780							$ 3,418
12884	2007 Mod Reserve (Reg 1) **									2007	$ 2,932			$ 2,932
06025	OR 217: Sunset Hwy - Tualatin Valley Hwy			2004	$ 2,250	2006	$ 1,100	2007	$ 100	2008	$ 34,226			$ 37,676
12076	I-5: Victory Blvd - Lombard			2001	$ 10,540	2006	$ 2,239	2007	$ 100	2008	$ 60,300			$ 73,179
13720	I-205/Mall LRT Unit 3											2008	$ 5,572	$ 5,572
13955	2008 Mod Reserve **									2008	$ 9,533			$ 9,533
15185	Troutdale/Marine Dr Ext	2007	$ 223	2008	$ 500									$ 723
15190	I-5:Victory Blvd to Lombard Ph 2			2008	$ 7,000									$ 7,000
15208	Columbia Slough Trail: Denver Avenue - OR99#									2008	$ 150			$ 150
15209	Delta Park Community Enhancements									2008	$ 425			$ 425
15210	I-5" Bryant St - Saratoga Street									2008	$ 50			$ 50
15462	I-5/I-84 Analysis	2008	$ 400											$ 400
15463	I-84: Right Turn Lane @ 257th (Troutdale)			2008	$ 75	2008	$ 25			2008	$ 992			$ 1,092
13964	2009 Mod Reserve **									2009	$ 2,546			$ 2,546
13762	Sellwood Bridge			2008	$ 12,229	2009	$ 13,801							$ 26,030
14017	I-5 @N Macadam Access Improvements			2007	$ 4,000					2009	$ 24,416			$ 28,416
15108	I-5: Wilsonville Interchange			2007	$ 1,500	2009	$ 2,000							$ 3,500
13763	US 26: Access to Springwater Community	2006	$ 2,000	2008	$ 600	2009	$ 400			2010	$ 2,000			$ 5,000
14070	US26: NW 185th Ave - Cornell Road	2008	$ 1,106	2009	$ 200					2010	$ 17,206			$ 18,512
	TOTAL 2008		**$ 1,506**		**$ 20,404**		**$ 25**				**$ 105,676**		**$ 5,572**	**$ 133,183**
	TOTAL 2009				**$ 200**		**$ 16,201**				**$ 26,962**			**$ 43,363**
	TOTAL 2010										**$ 19,206**			**$ 19,206**
	TOTAL 2011													**$ -**
	TOTAL		**$ 1,506**		**$ 20,604**		**$ 16,226**		**$ -**		**$ 151,844**		**$ 5,572**	**$ 195,752**
	Local Projects (Modernization and OTIA)								$ -					
13987	NE 47th Intersection Rdway Improve (Portland)									2008	$ 4,100			$ 4,100
12451	Sunnyside Road (Phase 3) 152nd Ave - 172nd Ave			2004	$ 2,200	2008	$ 5,500			2008	$ 13,660			$ 21,360
13988	NE Alderwood Air Cargo Access Improve (Portland)									2008	$ 1,198			$ 1,198
13989	NE Cornfoot Air Cargo Access Improve									2008	$ 980			$ 980
13991	N. Going Street Bridge Replacement			2007	$ 990	2008	$ 10			2008	$ 3,300			$ 4,300
13986	Kane Dr: NE Division St - SE Powell Vlly(Grshm)			2007	$ 113	2007	$ 357			2009	$ 5,781			$ 6,251
13990	North Leadbetter Extension Overcrossing (Portland)			2007	$ 1,402	2009	$ -			2009	$ 9,685			$ 11,087
14008	North Lombard Access Improvements (Portland)									2009	$ 3,610			$ 3,610
	TOTAL 2008						**$ 5,510**				**$ 23,238**			**$ 28,748**
	TOTAL 2009						**$ -**				**$ 19,076**			**$ 19,076**
	TOTAL 2010													**$ -**
	TOTAL 2011													**$ -**
	TOTAL		**$ -**		**$ -**		**$ 5,510**		**$ -**		**$ 42,314**		**$ -**	**$ 47,824**
	Interstate Maintenance													
12837	I-5 Wilsonville Rd - Willamette River			2005	$ 237					2008	$ 1,733			$ 1,970
13702	I-5: Wilsonville - Tualatin River			2006	$ 256	2007	$ 50			2008	$ 13,757			$ 14,063
13703	I-84:East Portland Freeway - 181st Avenue			2008	$ 339	2009	$ 20			2009	$ 8,377			$ 8,736
13704	I-405: Fremont Bridge - Marquam Bridge			2005	$ 250					2009	$ 10,000			$ 10,250
15140	I-5: Marquam - Hassalo			2008	$ 540					2010	$ 4,680			$ 5,220
	TOTAL 2008				**$ 879**						**$ 15,490**			**$ 16,369**
	TOTAL 2009						**$ 20**				**$ 18,377**			**$ 18,397**
	TOTAL 2010										**$ 4,680**			**$ 4,680**
	TOTAL 2011													**$ -**

Table 4.3
State Programming

KEY #	PROJECT	Year	Planning Funds	Year	PE Funds	Year	Right-of-Way Funds	Year	Utilities Funds	Year	Construction Funds	Year	Other Funds	Grand Total
	TOTAL		**$ -**		**$ 879**		**$ 20**		**$ -**		**$ 38,547**		**$ -**	**$ 39,446**
	Preservation													
13708	US 30: Yeon Street Preservation			2006	$ 357	2007	$ 225			2008	$ 2,605			$ 3,187
13712	US26: SE 51st Ave - I-205			2006	$ 209	2007	$ 197	2008	$ 150	2008	$ 1,850			$ 2,406
12460	OR99E: I-205 - RR Tunnel (incl Key15049)			2007	$ 1,282	2008	$ 20			2008	$ 7,444			$ 8,746
13707	US26: North Plains - Cornell Rd			2007	$ 353	2008	$ 10			2009	$ 9,536			$ 9,899
13759	Pedestrian & Bicycle Elements for Pres Projects **									2009	$ 1,000			$ 1,000
13970	Reserve Utilities Preservation 2008 **							2008	$ 292					$ 292
14765	OR213: E Portland Fwy - Conway Dr			2006	$ 250					2009	$ 4,050			$ 4,300
15043	OR224: Jct Hwy 212 - Jct Hwy 172			2008	$ 232	2009	$ 45			2010	$ 2,421			$ 2,698
15045	OR99E: MLK Viaduct - SE Harold St			2008	$ 262					2010	$ 1,636			$ 1,898
15049	OR99E: MP 11.02 - MP 13.04 (incl in Key 12460)			2008	$ 225	2009	$ 480			2010	$ 1,593			$ 2,298
15050	US30B: NE 60th Ave - NE 82nd Ave			2009	$ 180					2010	$ 965			$ 1,145
15044	OR8: Minter Br Rd - Mt View Lane			2009	$ 855	2010	$ 24			2011	$ 8,982			$ 9,861
	TOTAL 2008				**$ 719**		**$ 30**		**$ 442**		**$ 11,899**			**$ 13,090**
	TOTAL 2009				**$ 1,035**		**$ 525**				**$ 14,586**			**$ 16,146**
	TOTAL 2010						**$ 24**				**$ 6,615**			**$ 6,639**
	TOTAL 2011										**$ 8,982**			**$ 8,982**
	TOTAL		**$ -**		**$ 1,754**		**$ 579**		**$ 442**		**$ 42,082**		**$ -**	**$ 44,857**
	Safety													
12150	Sandy Blvd Safety Improvements			2006	$ 90					2008	$ 658			$ 748
13742	Reserve Utilities Safety 2006 **							2006	$ 183					$ 183
13161	Stafford Rd @ Mountain Road			2006	$ 189	2007	$ 275			2008	$ 659			$ 1,123
13743	Reserve Utilities Safety 2007 **							2007	$ 281					$ 281
13764	2008 Safety Project **			2006	$ 87	2007	$ 45			2008	$ 468			$ 600
13729	Light Emitting Diode (LED) Signal Upgrade **			2007	$ 22					2008	$ 351			$ 373
13732	2008 Button Replacement Program **									2008	$ 351			$ 351
13744	Reserve PE & RW Safety 2008 **									2008	$ 2,802			$ 2,802
13156	NE 238th Drive @ Treehill Drive			2008	$ 42	2008	$ 70			2009	$ 228			$ 340
13765	2009 Safety Project			2007	$ 90	2008	$ 47			2009	$ 787			$ 924
13728	OR 99E: MP 14.0 - MP 14.9 (Oregon City)			2007	$ 359					2009	$ 1,015			$ 1,374
13731	2009 Button Replacement Program **									2009	$ 365			$ 365
13975	Reserve Utilities Safety 2009 **							2009	$ 304					$ 304
13733	2009 Safety Reserve **									2009	$ 2,423			$ 2,423
15051	US 26: SE 122nd to SE 136th			2009	$ 500	2010	$ 1,183			2011	$ 3,762			$ 5,445
	TOTAL 2008				**$ 42**		**$ 117**				**$ 5,289**			**$ 5,448**
	TOTAL 2009				**$ 500**				**$ 304**		**$ 4,818**			**$ 5,622**
	TOTAL 2010						**$ 1,183**							**$ 1,183**
	TOTAL 2011										**$ 3,762**			**$ 3,762**
	TOTAL		**$ -**		**$ 542**		**$ 1,300**		**$ 304**		**$ 13,869**		**$ -**	**$ 16,015**
	Operations													
10874	Region 1 Traffic Signal Upgrade Unit 4			2006	$ 82	2006	$ 50			2008	$ 856			$ 988
13947	2007 ITS Urban Corridor			2007	$ 100					2008	$ 1,227			$ 1,327
13736	2008 ITS Urban Corridor			2007	$ 195	2007	$ 22			2008	$ 1,287			$ 1,504
13738	2008 Signal Upgrade Project **			2007	$ 184	2007	$ 56			2008	$ 1,345			$ 1,585
13737	2009 ITS Urban Corridor			2007	$ 202	2008	$ 23			2009	$ 1,095			$ 1,320
13739	2009 Signal Upgrade Project **			2007	$ 261	2008	$ 58			2009	$ 1,399			$ 1,718
13789	2009 ITS Misc Hardware & Software **									2009	$ 487			$ 487
14920	2010 Urban Corridor ITS			2008	$ 177	2009	$ 50			2010	$ 956			$ 1,183
15032	2010 Signal Upgrades **			2008	$ 177	2009	$ 50			2010	$ 956			$ 1,183
15035	2010 Slides Rockfall Reserve (Arrows) **			2008	$ 250	2009	$ 100			2010	$ 1,850			$ 2,200
15033	2010 ATMS Misc Hardware & Software Upgrades **									2010	$ 500			$ 500

Table 4.3
State Programming

KEY #	PROJECT	Year	Planning Funds	Year	PE Funds	Year	Right-of-Way Funds	Year	Utilities Funds	Year	Construction Funds	Year	Other Funds	Grand Total
15036	2011 Urban Corridor ITS			2009	$ 150	2010	$ 50			2011	$ 920			$ 1,120
15038	2011 ATMS Misc Hardware & Software Upgrades **									2011	$ 500			$ 500
15040	2011 Signal Upgrades **			2009	$ 150	2010	$ 50			2011	$ 800			$ 1,000
15042	2011 Operational Illumination Upgrades **			2009	$ 200	2010	$ 55			2011	$ 1,045			$ 1,300
15039	Slides/Rockfall Reserves **			2009	$ 70	2010	$ 5			2011	$ 925			$ 1,000
	TOTAL 2008				**$ 604**		**$ 81**				**$ 4,715**			**$ 5,400**
	TOTAL 2009				**$ 570**		**$ 200**				**$ 2,981**			**$ 3,751**
	TOTAL 2010						**$ 160**				**$ 4,262**			**$ 4,422**
	TOTAL 2011										**$ 4,190**			**$ 4,190**
	TOTAL		**$ -**		**$ 1,174**		**$ 441**		**$ -**		**$ 16,148**		**$ -**	**$ 17,763**
	Bridge (HBRR and OTIA)													
14833	I-205: Columbia River (Glenn Jackson) Br #09555			2007	$ 52					2008	$ 1,283			$ 1,335
14949	I-5: SW Iowa Street Viaduct Br #08197			2007	$ 3,116					2009	$ 42,640			$ 45,756
14800	I-5: Pacific Hwy SB over UPRR (Bridge #S8588E)			2008	$ 552					2010	$ 5,743			$ 6,295
14979	N Vancouver Ave: Columbia Slough Bridge (Portland)			2010	$ 1,256	2010	$ 140			2011	$ 9,028			$ 10,424
14980	Morrison Bridge Rehabilitation			2010	$ 1,260					2011	$ 5,040			$ 6,300
14793	OR99W:Pacific Hwy W over SW Multnomah Bl (#02120)			2009	$ 51					2011	$ 562			$ 613
	TOTAL 2008				**$ 552**						**$ 1,283**			**$ 1,835**
	TOTAL 2009				**$ 51**						**$ 42,640**			**$ 42,691**
	TOTAL 2010				**$ 2,516**		**$ 140**				**$ 5,743**			**$ 8,399**
	TOTAL 2011										**$ 14,630**			**$ 14,630**
	TOTAL		**$ -**		**$ 3,119**		**$ 140**		**$ -**		**$ 64,296**		**$ -**	**$ 67,555**
	Enhancements													
11421	Willamette River (Morrison) Bridge Ped-Bike Access			2001	$ 111					2008	$ 2,372			$ 2,483
15447	Gresham Fairview Trail: Burnside - Springwater			2007	$ 502	2008	$ 300			2008	$ 2,943			$ 3,745
14273	Waud Bluff Trail: N Basin Ave to N Willamette Blvd			2006	$ 218	2008	$ 32			2008	$ 1,059			$ 1,309
15484	Union Station Restoration Phase 2			2008	$ 205					2010	$ 1,295			$ 1,500
15480	Gresham Fairview Trail: Overcrossing (incl in K15447)			2009	$ 264	2010	$ 90			2011	$ 781			$ 1,135
	TOTAL 2008				**$ 205**		**$ 332**				**$ 6,374**			**$ 6,911**
	TOTAL 2009				**$ 264**									**$ 264**
	TOTAL 2010						**$ 90**				**$ 1,295**			**$ 1,385**
	TOTAL 2011										**$ 781**			**$ 781**
	TOTAL		**$ -**		**$ 469**		**$ 422**		**$ -**		**$ 8,450**		**$ -**	**$ 9,341**
	Bike and Pedestrian													
13977	OR99W: 64th Ave - Canterbury Ln (sidewalk improvement)			2007	$ 150					2008	$ 700			$ 850
	TOTAL 2008										**$ 700**			**$ 700**
	TOTAL 2009													**$ -**
	TOTAL 2010													**$ -**
	TOTAL 2011													**$ -**
	TOTAL		**$ -**		**$ -**		**$ -**		**$ -**		**$ 700**		**$ -**	**$ 700**
	EARMARKS													
	Earmarks are folded into individual projects													
			$ 1,506		**$ 28,541**		**$ 24,638**		**$ 747**		**$ 378,250**		**$ 5,572**	**$ 439,253**

Appendix 1

Conformity Determination of the MTIP to the State Implementation Plan for Air Quality

Placeholder for USDOT Approval letter of Air Quality Conformity Determination and Approving Resolution

Appendix 2

Federal Transportation Planning Factors

Planning Factors and the 2008-11 MTIP

The Safe, Accountable, Flexible, Efficient Transportation Equity Act; a Legacy for Users (SAFETEA-LU) requires MPO's to describe how their activities address eight planning factors identified in the plan. The MTIP is one of the MPO activities that need to describe how those factors are addressed. The SAFETEA-LU planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient management and operations; and
- Emphasize the preservation of the existing transportation system.

Following is a description of the how this MTIP addresses the planning factors.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.

- All Transportation Priorities projects are evaluated on their impact on economic development in the primary 2040 land use areas of centers, industrial areas and inter-modal facilities.

- Special category for freight improvements calls out the unique importance for these projects.

- All freight projects evaluated on their impact on industrial jobs and businesses in the "traded sector."

- The OTIA program of state funding reserved $100 million state wide for projects that supported economic development and job creation, of which $44 million was awarded to projects in the Metro area programmed in this MTIP A subsequent state funding program, Connect Oregon, also awarded $100 million of funding for economic development oriented transportation projects focused on movement of freight and goods, much of it awarded to project in the Metro area.

- The OTIA program also awarded an additional $400 million statewide to supplement traditional funding of capacity projects that were prioritized by how the projects supported Oregon Highway Plan policies, including implementation of the state highway freight system and improvements to the efficiency of freight movement.

2. Increase the safety of the transportation system for motorized and non-motorized users.

- All Transportation Priorities projects evaluated on safety criteria, accounting for 20 of a possible 100 points in the technical evaluation.

- Road modernization and reconstruction projects are scored according to relative accident incidence.

- All Transportation Priorities projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.

- ODOT has programmed more than $40 million of funding of projects in the Metro area in the Safety program, prioritized specifically by safety considerations.

3. Increase the security of the transportation system for motorized and non-motorized users.

- Regional flexible funds, ODOT funds and transit funds have been programmed to traffic management operations centers, closed-circuit cameras and other ITS infrastructure that is coordinated with and used by emergency response and security personnel.

4. Increase the accessibility and mobility options available to people and for freight.

- Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all Transportation Priorities projects.

- The Transportation Priorities program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.

- Funding of highway capacity projects were prioritized by how the projects supported Oregon Highway Plan policies, including implementation of the state highway freight system and improvements to the efficiency of freight movement.

5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

- The MTIP conforms to the Clean Air Act.
- The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative – modes (STIP).
- Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage.
- "Green Street" demonstration projects funded to employ new practices for mitigating the negative environmental effects of storm water runoff.
- All road projects scored on their commitment to planting street tree species that are high performers for storm water interception and summer energy conservation.
- ODOT implements a $3 million state wide culvert restoration program statewide to prioritize projects to remove culvert barriers to fish passage on state highway facilities, some of which is implemented in the Metro area.

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

- Projects funded through the Transportation Priorities process must be consistent with regional street design guidelines that integrate minimum acceptable facilities for all modes of travel.
- The Transportation Priorities process funds categories of projects such as Boulevards and Pedestrian improvements that integrate multi-modal facilities in the public right-of-way where they do not exist or are substandard.
- Freight improvements are evaluated according to potential conflicts with other modes and their impact on connecting industrial areas with the regional freight network and inter-modal facilities.

7. Promote efficient management and operations.

- Transportation Priorities projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits).

- TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors.

- $3 million of regional flexible funds is prioritized for a regional application of system management projects of regional scale. Project priorities for these funds will be developed by Transport, a technical advisory committee of system management staff from throughout the region.

- ODOT has programmed approximately $14.5 million for ITS infrastructure and signal upgrades throughout the Metro area.

8. Emphasize the preservation of the existing transportation system.

- Reconstruction projects that provide long-term maintenance are identified as a funding priority.

- ODOT has prioritized funding of preservation and efficient operation of the existing transportation system, minimizing capacity investment to minimum allowed by state law.

Appendix 3

Project Prioritization Criteria

- **Transportation Priorities 2008-11**
- **Highway Modernization Projects**
- **TriMet TIP Executive Summary**

Transportation Priorities 2008-11 Program

"Investing in the 2040 Growth Concept"

Project Solicitation Packet

April 2006

METRO

PEOPLE PLACES
OPEN SPACES

Metro
People places • open spaces

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 25 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and owns the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition Recreation Commission.

Your Metro representatives
Metro Council President – David Bragdon
Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.
Auditor – Alexis Dow, CPA

Non-discrimination Notice to the Public
Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any Person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a complaint with Metro. Any such complaint must be in writing and filed with Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence.

Metro's web site: www.metro-region.org

Metro
600 NE Grand Ave.
Portland, OR 97232-2736
(503) 797-1700

METRO

Transportation Priorities 2008-2011 Program

Table of Contents

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2008-11 Program Schedule

April 2006	Project solicitation begins
June 2006	Project applications due June 30, 2006
August 2006	Technical rankings and draft environmental justice analysis released
September 2006	Initial recommendation for public discussion (first cut list)
October-December 2006	Public hearings held
January 2007	Release recommended list of projects and programs (final cut list)
February 2007	Public hearing held Adoption of Transportation Priorities 2008-11 funding allocation
August 2007	Full MTIP adoption with air quality conformity determination
October 2007	Obligation of FFY 2008 funding begins

Introduction

A summary of the Transportation Priorities 2008-11 program and application materials for regional flexible funds for the years 2010 and 2011 is included in this solicitation packet. Electronic copies of this packet are also available on Metro's website at www.metro-region.org/

The Transportation Priorities program is the regional process to identify which transportation projects and programs will receive these regional flexible funds. Metro anticipates allocating approximately $64 million of Surface Transportation Program (STP) and Congestion Mitigation / Air Quality (CMAQ) grant funds.

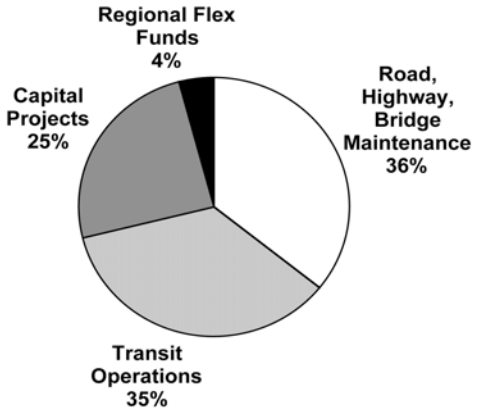
Applications are due to Amy Rose by 5:00 pm on Wednesday, June 30th, 2006.

Summary of Transportation Spending

Approximately $630 million is spent on transportation in the Metro region each year. This includes spending on maintenance and operation of the existing road and transit system, construction of new facilities to meet growing demand for additional capacity and service and programs to manage or reduce demand for new facilities. The following figure demonstrates how transportation funds are spent in this region.

Annual Regional Transportation Spending

$630 million



These funds have been supplemented by one-time revenues from the Oregon Transportation Investment Acts that will provide $192 in highway and bridge funds, $22 million in road capacity funds and a yet to be defined portion of $500 million statewide for highway, road and bridge projects.

Regional flexible funds represent $32 million of the annual spending, or approximately 4 percent of the total amount of money spent on transportation in this region. These funds receive a relatively high degree of attention and scrutiny, because unlike most sources of transportation revenue that are limited to specific purposes, regional flexible funds may be spent on a wide variety of transportation projects or programs.

Policy Guidance

In March 2006, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted policy direction for the allocation of regional flexible funds. In determining the new program policy, JPACT and the Metro Council reviewed the percentage of total regional spending that these funds represent, the wide range of transportation projects eligible to use these funds and the 2040 policies to link transportation investments to land use and economic goals.

The primary policy objective for the Transportation Priorities 2006-09 program is to leverage economic development in priority 2040 land-use areas through investments that support:

2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities)

2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas), and

2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans

Other policy objectives include:

- emphasize modes that do not have other sources of revenue
- complete gaps in modal systems
- develop a multi-modal transportation system with a strong emphasis on funding bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs
- meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities

The Transportation Priorities 2008-11 program will address this policy guidance in two ways. First, the program provides a financial incentive to nominate projects that leverage economic development in priority 2040 land-use areas. Projects that meet this threshold will be eligible for up to a full regional match of 89.73 percent. Other transportation projects that may have systemic transportation merit but do not meet the priority 2040 land-use threshold will only be eligible for up to 70 percent regional match (see page 8 for further explanation of regional match eligibility).

The second means by which the program will address the policy guidance is through the technical evaluation and ranking criteria. Forty points out of the possible 100 points technical evaluation score is dedicated to evaluation of the development of the land uses served by the candidate transportation project or program.

Transportation Priorities 2008-11 program and regional flexible funding

The amount of regional flexible funds available to be allocated is determined through the Congressional authorization and appropriation process. Funds are estimated to be available based on an authorization bill, currently named the Safe, Accountable, Flexible, Efficient Transportation Equity Act (or SAFETEA), which grants spending authority for a five-year period.

Regional flexible funds are derived from two components of federal transportation authorization and appropriations process; the Surface Transportation Program (STP) and the Congestion Management / Air Quality (CMAQ) program. Approximately $64 million dollars is expected to be available to the Portland metropolitan region from these two grant programs during the years 2010 and 2011. Of this amount, $18.6 million has been previously committed to development of light rail in the I-205 corridor, the Beaverton-Wilsonville commuter rail project and development of the South Waterfront area in Portland. The Transportation Priorities program is a regional process that will review this previous commitment and identify which transportation projects and programs will receive the remaining $45.4 million available.

Adjustments to the previous allocation of these funds for the years 2006 and 2007 will also be made as necessitated by delays in project readiness or special appropriations affecting those years.

Type of funding available

As mentioned, regional flexible funds come from two sources; Surface Transportation Program (STP) and Congestion Mitigation / Air Quality (CMAQ) funding programs. Each program's funding comes with unique restrictions.

Surface Transportation Program funds may be used for virtually any transportation project or program except for construction of local streets. STP grant funds represent approximately $40.1 million of the approximately $64 million available.

Congestion Mitigation / Air Quality program funds cannot be used for construction of new lanes for automobile travel. Additionally, projects that use these funds must demonstrate that some improvement of air quality will result from building or operating the project or program. CMAQ grant funds represent approximately $23.9 million of the approximately $64 million available.

As in previous allocations, the region expects to select a variety of projects so that funding conditions may be met by assigning projects to appropriate funding sources after the selection of candidate projects. Applicants do not need to identify from which program they wish to receive funding.

Eligible applicants and project cost limits

Project applications may be submitted on behalf of eligible sponsors by: Metro, Tri-Met, SMART, Oregon DEQ, ODOT, Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern county cities, City of Portland, Port of Portland, and Parks and Recreation Districts. Private sector and non-profit organizations must find an eligible agency partner or sponsor to apply for regional flexible funds.

Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities, and the City of Portland will be assigned a target for the maximum amount of project costs that may be submitted for funding consideration. These jurisdictions shall work through their transportation coordinating committees to determine which projects will be submitted based on the target amount. To ensure a range of projects eligible for CMAQ funding from across the region, local transportation coordinating committees may only submit road capacity, reconstruction and bridge projects that total in project cost no more than 63% of their target maximum cost for all project submissions.

Table 1. Local Agency Application Cost Maximums

Coordinating Committee	**Percent of Metro Population** (year 2002)	**Total Cost Maximum for All Applications** ($ millions)	**Total Cost Maximum for Road Capacity, Reconstruction and Bridge Applications** (63% of total)
City and Port of Portland	39.6%	$36.0	$22.7
Clackamas County and its cities	18.1%	$16.4	$10.3
East Multnomah County and its cities	9.6%	$8.0	$5.5
Washington County and its cities	32.7%	$27.3	$18.7

*Percent of Metro population * $45.4 m * 2*

Eligible projects

To be eligible for regional flexible funds, projects must be a part of the 2004 Regional Transportation Plan's financially constrained system. To make a project not currently on the financially constrained list eligible for allocation of regional funds during this allocation process, JPACT and the Metro Council would need to approve a proposed amendment to the financially constrained project list.

To be eligible for consideration for regional flexible funding in this allocation process, JPACT and the Metro Council may consider awarding funding to a project and amending the financially constrained system under the following general condition:

- A jurisdiction may petition JPACT and the Metro Council to exchange a project that is currently in a publicly adopted plan for a project(s) currently in the RTP financially constrained network of similar cost (+ or – 10%). The project must be determined "exempt" from air quality impacts.

For further information regarding the RTP financially constrained network project list or the determination of air quality impact exempt status, please contact Ted Leybold at 503-797-1759.

Application for freeway interchange projects and preliminary engineering of projects for addition of new freeway lanes are eligible. Projects to acquire right-of-way or to construct new freeway capacity are not eligible.

Application for funding of regional transportation related programs such as planning, regional transportation options and transit-oriented development are eligible.

Preliminary screening criteria

1. Project design must be consistent with regional street design guidelines for its designated design classification. Vehicle facility design classifications may be found in Chapter 1 of the Regional Transportation Plan (RTP). Regional street design guidelines may be found in Metro's *Creating Livable Streets* guidebook. Green street design alternatives consistent with the design guidelines of the *Creating Livable Streets* handbook may be found in Metro's *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* guidebook.

2. Project design must be consistent with regional functional classification system described in the 2004 RTP. Chapter 1 of the RTP contains maps designating the motor vehicle, transit, freight, pedestrian, and bike systems. Projects that are proposed on facilities identified on these systems maps must be consistent with the associated system functions.

Preliminary screening criteria (cont.)

3. Candidate projects must be included in the Financially Constrained system of the 2004 RTP or otherwise eligible for consideration to amendment of the Financially Constrained system, consistent with the process described in the above section “Eligible Projects.”

4. The total cost of submitted projects must be consistent with established cost targets for each coordinating committee: Clackamas County and cities, East Multnomah County and cities, City and Port of Portland, Washington County and cities.

5. The applicant jurisdiction is in compliance with the Metro functional plan or has received an extension to complete compliance planning activities. If the applicant jurisdiction is not in compliance or has not received an extension, it must provide documentation of good faith effort in making progress toward accomplishment of its compliance work program. The work program documentation must be approved by the governing body of the applicant jurisdiction at a meeting open to the public and submitted to Metro prior to the release of the draft technical evaluation of project applications by Metro staff.

6. Statement that the project is deliverable within the funding time frame and brief summary of anticipated project development schedule.

7. If the project includes any ITS elements, the sponsor must be able to demonstrate that the project is consistent with the requirements in the National ITS Architecture and Standards Final Rule (23 CFR Section 940), including that a systems engineering process has been or will be followed during project development.

8. Projects of any amount, up to jurisdictional cost targets, may be submitted. Projects costing less than $200,000 are not encouraged because administrative costs of bringing a project to bid would be relatively high. Refinement of project definition or scope may be encouraged during the preliminary stage for small projects.

Public involvement

Projects must meet Metro's requirements for public involvement. Projects must be identified in a plan that meets the standards identified in the Metro' Local Public Involvement Checklist (see Attachment C of this packet).

Furthermore, any public agency nominating a project must have its governing body identify that project(s) or program, in a meeting open to the public, as their priority for application of regional flexible funds. Documentation of such action must be received by Metro staff prior to the release of a technical evaluation of the project(s). Adopting a resolution stating the intentions of the governing body with regard to project priority for regional flexible funds is an example of a process that would satisfy this requirement.

Technical ranking methodology

Information about the technical evaluation of each candidate project or program within each mode is provided in the Appendix. Metro staff will calculate a draft technical score for each project based on the information provided in the application and performance of the project relative to the technical criteria and the other candidate projects within the same mode category. For technical scores based on a high/medium/low scale, technical staff will look for clear breaks in the technical data relative to competing projects and assign a high/medium/low rating to projects.

Project selection process

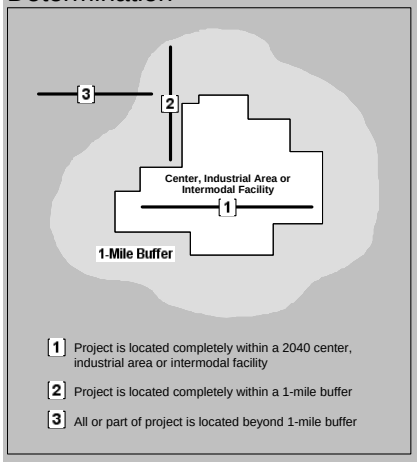
The draft technical score and other qualitative considerations will be summarized within each modal category and presented to TPAC for review. Metro staff and TPAC will then make a recommendation to narrow the projects for further consideration to JPACT and the Metro Council. Metro staff and TPAC may not recommend further consideration of a project within a particular mode category that has a technical score of 10 or more fewer points than another project not recommended for further consideration within the same modal category.

JPACT and the Metro Council will recommend projects for further consideration and public comment, narrowing the candidate projects to approximately 150 percent of available funding. Further environmental information of remaining candidate projects may be required at that time. After the public comment phase has concluded, JPACT and the Metro Council may adopt further policy direction to technical staff regarding how to develop a technical recommendation on a final list of projects and programs for JPACT/Metro Council consideration. A final recommendation by Metro staff and TPAC and selection of projects by JPACT and Metro Council within available funding revenues will then be made.

Regional Match Eligibility Summary

Projects will be determined eligible for different levels of regional match depending on whether they directly and significantly benefit a 2040 primary or secondary land use (central city, regional or town center, main street, station community or industrial area/inter-modal facility). Projects that are determined to have a direct and significant benefit to these areas will be eligible for up to 89.73 percent regional match on the project. Other projects will be eligible for up to a 70 percent regional match. This determination will be based on the guidelines outlined below within each project category. Metro staff will make a preliminary determination on match level based on an early summary of the project that addresses these project definitions. JPACT and the Metro Council make the final determination on match eligibility.

Figure 2. Regional Match Determination



- Bridge, Road, transit and freight projects would be eligible for full regional match of 89.73% under project conditions 1 and 2 above.
- Boulevard, Pedestrian and TOD projects would be eligible for full regional match of 89.73% under project condition 1 above.
- Planning and bicycle projects would be eligible for full regional match of 89.73% under project conditions 1, 2 and 3.
- Other projects in these categories would be eligible for up to 70% regional match.

Bridge, Road Capacity, Road Reconstruction, and Transit projects:
The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in a Tier I or II 2040 land-use area (other than corridors),
- projects fully within one mile of a Tier I 2040 land-use area or town center if the facility directly serves that land-use area.

All other projects will be eligible for up to a 70 percent regional match.

Freight projects:
The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in an industrial area,
- projects fully within one mile of an industrial area or inter-modal facility[1] if the project facility directly serves the industrial area or inter-modal facility.

All other projects will be eligible for up to a 70 percent regional match.

Boulevard, Pedestrian, TOD and Green Street demonstration projects:
The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in a Tier I or II 2040 land-use area.

All other projects will be eligible for up to a 70 percent regional match.

RTO:
See RTO technical evaluation sheet.

Planning and Bicycle projects
All planning and bicycle projects will be eligible for up to an 89.73% regional match.

[1] An inter-modal facility is a facility, terminal or rail yard as defined in the Regional Transportation Plan Figure 1.17.

BICYCLE TECHNICAL EVALUATION CRITERIA

1. GOAL: Modal performance (25 points)

Maximize bicycle ridership (Usage) What is the project's potential ridership based on travel shed, existing socio-economic data and existing travel behavior survey data consistent with 2020 modal targets?

1.a Numerical change between existing year riders and forecast year riders (10 points).

- 10 points - High
- 7 points - Medium
- 3 points - Low

1.b Total forecast year population and employment within one-half mile of the project (5 points).

- 5 points - High
- 3 points - Medium
- 1 point - Low

1.c System connectivity: project completes a gap in the Regional Bikeway System (from RTP) (10 points).

- 10 points - Regional access function
- 7 points - Regional corridor function
- 3 points - Community connector function

2. GOAL: Safety (20 points)

2.a Target roadway a deterrent to bicycling (15 points)

The staff resource to be used for this measure is the 2005 Metro “Bike There!” Map. The map rates roadways where bicyclists currently share the travel lane with motorists. The map uses a suitability rating to describe low, moderate and high-motorized traffic volumes, based on fieldwork and existing traffic counts in the region. The map also identifies “caution areas” where bicyclists may encounter one or more of the following barriers: narrow travel lanes, sharp curves/limited visibility, large trucks, difficult intersections and high traffic volumes.

- 15 points - High auto speed and volume (daily traffic volumes greater than 10,000 and speeds greater than 35 miles per hour) and “caution areas”
- 8 points - Moderate auto speed and volume (daily traffic volumes of 3,000 to 10,000 and speeds of 25 to 35 miles per hour)
- 3 points - Low auto speed and volume (daily traffic volumes of less than 3,000 and speeds of less than 25 miles per hour)

2.b Project design includes safety-enhancing elements beyond a standard bike lane, such as separation from auto traffic (multi-use trail), traffic calming devices, colored bike lanes, advanced stop lines / “bike boxes”, signal detection, bicycle signal heads, etc. (5 points).

- 5 points - Yes
- 0 points - No

3. GOAL: Address 2040 land use objectives (40 points)

3.a New bike trips serve Centers (10 points).

- 10 points - High (greater than 67 percent of bike trips to and within centers)
- 7 points - Medium (34 to 66 percent of bike trips to and within centers)
- 3 points - Low (0 to 33 percent of bike trips to and within centers)

3.b Region 2040 Land Use Designation (10 points).

- 10 points - Central city, regional and town centers, main streets, industrial areas
- 7 points - Corridors and employment areas
- 3 points - Inner and outer neighborhoods

3.c Economic and Community Development - See Attachment B1/B2 in the Solicitation Packet. (20 points)

4. GOAL: Cost effectiveness (15 points)

4.a Total project cost divided by ridership usage points (8 points).

- 8 points - Low cost
- 4 points - Medium cost
- 0 points - High cost

4.b Total Project cost divided by linear miles of project (7 points).

- 7 points - Low cost
- 3 points - Medium cost
- 0 points - High cost

Special notes and instructions for bike projects:

1. Provide specific alignment information for the entire project to facilitate ridership calculation.
2. Direct any questions to John Mermin at (503) 797-1758 or merminj@metro.dst.or.us

BOULEVARD TECHNICAL EVALUATION CRITERIA

1. GOAL: Modal performance (25 points)

Reduction of motor vehicle speeds and enhancement of walking, biking and use of transit

1.a Implement design elements that will help to reduce automobile speeds[1] along boulevard segments, with a goal of reducing speeds to 25 miles per hour, or less (10 points).

- 10 points - 5 or more design elements that reduce speeds
- 7 points - 4 design elements that reduce speeds
- 3 points - 3 design elements that reduce speeds
- 0 points - 2 or fewer design elements that reduce speeds

1.b Does project achieve optimum sidewalk width of at least 10 feet? – (5 points)

(Note: Candidate projects that are constrained by narrow right-of-way may obtain full 5 points upon demonstration that all practical means are employed to maximize sidewalk width including: narrowing travel lanes and center median, elimination of on-street parking on one or both sides of street and transfer of bike facilities to parallel facility. Credit for transfer of bike lanes to a parallel facility may only occur if the parallel facility is in reasonable proximity and is included in the jurisdiction's transportation system plan with bike preferential treatments and improvements.)

1.c Project includes design elements that enhance walking, biking and use of transit[2] (10 points).

- 10 points - 7 or more design elements
- 7 points - 5 design elements
- 3 points - 3 design elements
- 0 points - 2 or fewer design elements

[1] Design elements that reduce automobile speeds include narrowed travel lanes, on-street parking, reduced turn radii, street trees, curb extensions, ITS elements (signal timing and speed detection) and pedestrian crossing demarcated with texture / color / platform treatment.

[2] Design elements that enhance alternative modes include transit amenities, landscaped buffer, curb extensions, raised pedestrian refuge median, increased pedestrian crossings (including mid-block crossings), bike lanes (on or parallel street), removing obstructions from the primary pedestrian-way and street amenities such as benches, pedestrian scale lighting, public art, ITS tools (real-time traveler information), etc.

2. GOAL: Safety (20 points)

Project corrects an existing safety problem and reduces potential for collisions involving pedestrians and bicyclists. Very wide roads with fast moving traffic make crossing difficult and dangerous. Factors such as high number of collisions involving pedestrians or bicyclists, traffic volume, posted speed greater than 30 mph, number of travel lanes, road width, complexity of traffic environment[3] and existence of sidewalks will be considered in determining critical safety problems. Project applications should document these factors.

2.a Project addresses a documented safety problem (10 points).

- 10 points - High
- 7 points - Medium
- 3 points - Low

2.b Project addresses existing hazards to walking, biking and use of transit[4] and reduces potential for collisions involving pedestrians and bicyclists (10 points).

- 10 points - 7 or more safety factors addressed
- 7 points - 5 safety factors addressed
- 3 points - 3 safety factors addressed
- 0 points - 2 or fewer safety factors addressed

3. GOAL: Address 2040 land use objectives (40 points)

3.a 2040 Land Use (10 points)

- 10 points - Central city, regional centers
- 7 points - Town centers, main streets, station communities
- 3 points - Corridors
- 0 points - All other 2040 areas

3.b Regional Street design hierarchy (10 Points)

- 10 points - Located in a boulevard designation
- 7 points - Located in a street designation and a mixed-use area
- 0 points - Located outside of above areas

3.c Economic and Community Development – see Attachment B1 or B2 in the Solicitation Packet (20 points)

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[3] Complexity of traffic environment refers to number of driveways and turning movements in project area.
[4] Project includes actions to correct the following safety factors: travel speeds greater than 40 mph, lack of pedestrian refuge, more than 330 feet between marked pedestrian crossings, poor vertical delineation of pedestrian-way (e.g., no curb, intermittent curb, substandard width), numerous driveways, sight distance and high incidence of collisions with pedestrians and bicyclists.

4. GOAL: Cost effectiveness (15 points)

4.a Implement maximum feasible, highest priority boulevard design elements at lowest cost.

- 15 points - Low cost/effectiveness
- 8 points - Medium cost/effectiveness
- 0 points - High cost/effectiveness

Note: Cost effectiveness = (Total Project Cost/Use factor points[5]) / Linear miles of project

5. GOAL: Implement proven green street elements (10 bonus points)

5.a Project includes planting of street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions.

- 5 points - Yes
- 0 points - No

5.b Project includes any of the Green Street design elements described in Section 5.3, other than street trees, of the Green Streets handbook.

- 5 points - Yes
- 0 points - No

Special notes and instructions for boulevard projects:

1. Under-grounding of utilities is not eligible for federal reimbursement nor may such costs be counted as local contribution toward matching fund requirements.
2. Direct any questions to John Mermin at (503) 797-1747 or merminj@metro.dst.or.us

[5] Use Factor points = Reduce motor vehicle speeds Score+ enhance alternative modes of travel Score

FREIGHT TECHNICAL EVALUTION CRITERIA

1. Goal: Modal performance (25 points)

Improve Freight Network Reliability & Efficiency.

1.a Travel Time Reliability (10 points)

Project increases travel time reliability in a freight corridor:

- 10 points – Highly congested corridor (PM Peak V/C > 1.0)
- 7 points – Moderately congested corridor (PM Peak V/C > .80)
- 0 points – Minimal congestion (PM Peak V/C < .80)

1.b Network Connectivity (15 points)

Project improves freight network connectivity:

- 15 points – Removes an existing barrier or averts a future barrier such as a weight or height restriction on a regional freight route.
- 10 points – Removes an existing barrier or averts a future barrier such as a weight or height restriction on a locally identified freight route.
- 7 points – Improves existing connection or adds new connection to or within an industrial or employment area.
- 0 points – Has no impact on network connectivity.

2. Goal: Safety (20 points)

Enhance Freight Network Safety

2.a Freight Safety (15 points)

A professional panel will develop a sliding scale scoring system and assign up to 15 points to each project based on the factors below.

- Geometric
- Reduction in potential conflicts between freight and other modes
- High crash location
- Site distance
- System management
- Other relevant factors identified by applicant

2.b Safety for Other Modes (5 points)

Project adds pedestrian and/or bicycle facilities where no or substandard facilities exist:

- 5 points – 2.5 for each design element

3. Goal: Address 2040 land use objectives (40 Points)

Support Industrial and Employment Lands

3.a Regional Transportation System Plan Freight Designation (10 points)

Project is located on or in:

- 10 points – Regional Main Roadway Route, Railroad Main Line, or Freight Facility or identified on the National Highway System.
- 7 points – Regional Roadway Connector or Railroad Branch Line.
- 5 points – Freight route identified in a local TSP.
- 0 points – Location not identified as a freight route or facility.

3.b Industrial Lands Access (10 Points)

Project is improving freight access to or within:

- 10 points – Regionally Significant Industrial Area.
- 7 points – Industrial Area.
- 5 points – Employment Area.
- 0 points – Other

3.c Economic and Community Development – see Attachment B2 in the Solicitation Packet: Industrial and Employment Economic and Community Development (20 points)

4. Goal: Cost effectiveness (15 points)

Balance Project Benefits and Costs

4.a VMT/Travel Time Reduction (8 points)

Reduction in freight travel time and vehicle miles traveled compared with estimated project cost and requested funding amount:

- 8 points – High benefit to cost ratio
- 4 points – Medium benefit to cost ratio
- 0 points – Low benefit to cost ration.

4.b Multimodal Freight Benefits (7 points)

Project benefits multiple freight modes (air, marine, pipeline, rail, truck):

- 7 points – Three or more freight modes
- 4 points – Two freight modes
- 0 points – One freight mode

Special notes and instructions for freight projects:

1. Metro will determine the area of effect of a freight project and may collaborate with Portland State University to determine the traded sector relationship of freight projects.
2. Direct any questions to Deena Platman at 503-797-1754 or platmand@metro.dst.or.us

GREEN STREET DEMONSTRATION: RETROFIT PROJECT TECHNICAL EVALUATION CRITERIA

Note: A Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.

1. GOAL: Modal performance (55 points)

Project will be effective at removing storm water runoff from piped system and infiltration of storm water near source of runoff.

1.a Size of project area (10 points)

- 10 points - High
- 7 points - Medium
- 3 points - Low

1.b Design Elements (45 points)

- Preserving existing large trees and/or planting trees consistent with recommendations of Trees for Green Streets guidebook (10 points)
- Removal of impervious surface area (10 points)
    - 10 points - High
    - 7 points - Medium
    - 3 points - Low
- Sidewalks and/or low traffic areas constructed with pervious material (10 points)
- Curb options consistent with handbook options (5 points)
- Use of Infiltration and/or detention devices (swale, filter strip, infiltration trench, linear detention basin, street tree well, engineered products) (10 points)

2. GOAL: Safety (20 points)

2.a A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Crash rate per vehicle mile (use ODOT Rate Book when available): per vehicle for intersections.
- Sight line distance improvements.
- Vehicle channelization (turn pockets – new or replacing free left turn lane, refined vehicle lane definition at intersections, etc.).
- Design elements to reduce speeds where speed is an identified safety issue and existing speeds are higher than appropriate for the street's functional classification.
- Other relevant factors as identified by the applicant.

The professional panel will develop a sliding scale scoring system and assign between 0 and 15 points to each project/program based on the issues listed above.

2.b New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed.

- 5 points - 2.5 for each design element

3. GOAL: Address 2040 land use objectives (10 points)

3.a 2040 Land Use Designation (10 points)

- 10 points - Central city, regional centers, regionally significant industrial areas
- 7 points - Town centers, main streets, station communities, local industrial areas
- 3 points - Corridors
- 0 points - All other areas

4. GOAL: Cost effectiveness (15 points)

4.a Amount of project area that is infiltrated versus project cost

- 15 points - High
- 8 points - Medium
- 0 points - Low

Special notes and instructions for green street demonstration projects:

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project
2. Direct any questions to Amy Rose (503) 797-1776 or rose@metro.dst.or.us

GREEN STREET DEMONSTRATION: NEW CONSTRUCTION TECHNICAL EVALUATION CRITERIA

Note: Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of funds to this project category.

1. GOAL: Modal performance (55 points)

Project will be effective at removing storm water runoff from piped system and infiltration of storm water near source of runoff.

1.a Size of project area (10 points)

- 10 points - High
- 7 points - Medium
- 3 points - Low

1.b Design Elements (45 points)

- Protect and restore existing habitat and native vegetation and soils. Including stream crossing designs of:
  - Number and location consistent with Green Street handbook guidelines
  - Bridge structures for crossings of hydraulic openings of 15 feet or greater
  - Stream simulation culvert designs for culvert crossings (10 points)
- Planting trees consistent with Trees for Green Streets guide book (10 points)
- Sidewalks and/or low traffic areas constructed with pervious material (10 points)
- Curb options consistent with handbook options (5 points)
- Use of Infiltration and/or detention devices (swales, filter strip, infiltration trench, linear detention basin, street tree wells, engineered products) (10 points)

2. GOAL: Safety (20 points)

2.a A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Crash rate per vehicle mile on adjacent facility (use ODOT Rate Book when available) if new facility will accommodate trips from that facility and thereby reduce exposure to crash potential on that facility.
- Design elements to encourage driving at posted speeds or expected posted speed for the street's functional classification.
- Reduction in exposure to accident potential through the provision of an alternative or more direct trip route.
- Other relevant factors as identified by the applicant.

The professional panel will develop a sliding scale scoring system and assign between 0 and 20 points to each project/program based on the issues listed above.

3. GOAL: Address 2040 land use objectives (10 points)

3.a 2040 Land Use Designation

- 10 points - Central city, regional centers, regionally significant industrial areas
- 7 points - Town centers, main streets, station communities, local industrial areas
- 3 points - Corridors
- 0 points - All other areas

4. GOAL: Cost effectiveness (15 points)

4.a Amount of project area that is infiltrated versus project cost

- 15 points - High
- 8 points - Medium
- 0 points - Low

Special notes and instructions for green street demonstration projects:

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of funds to this project category.
2. Direct any questions to Amy Rose (503) 797-1776 or rose@metro.dst.or.us

GREEN STREET DEMONSTRATION: CULVERT PROJECT TECHNICAL EVALUATION CRITERIA

Note: Culvert must be on regional inventory of culverts on regional facilities identified as inhibiting fish passage. A geomorphology analysis is required as part of preliminary engineering of the project to prevent negative impacts. Design solution should be consistent with Green Street handbook design guidance. Multiple culvert projects on the same stream system may be rated as one project to maximize overall benefit to the stream system.

1. GOAL: Modal performance (70 points)

1.a Type of fish passage solution (20 points)

Fish barrier replaced or retrofitted with:

- 20 points - Bridge structure over natural hydraulic area
- 13 points - Stream simulation culvert
- 5 points - Repair of fish ladder, jump pools, etc.

1.b Amount of upstream habitat (stream miles) with improved fish passage (25 points)

- 25 points - High
- 15 points - Medium
- 5 points - Low

1.c Quality of habitat at fish barrier passage (10 points)

- 10 points - High
- 7 points - Medium
- 3 points - Low

1.d Presence of downstream fish barriers (15 points)

- 15 points - None
- 10 points - One
- 5 points - Two
- 0 points - Three or more

2. GOAL: Cost effectiveness (30 points)

2.a **Amount** of habitat (stream miles) with new or improved fish access versus project cost.

- 30 points - High
- 15 points - Medium
- 5 points - Low

Special notes and instructions for green street culvert demonstration projects:

1. Culvert must be on regional inventory of culverts on regional facilities identified as inhibiting fish passage.
2. A geomorphology analysis is required as part of preliminary engineering of the project to prevent negative impacts of erosion or head cutting.
3. Design solution should be consistent with Green Street guidebook design guidance.
4. Multiple culvert projects on the same stream system may be rated as one project to maximize overall benefit to the stream system.
5. Direct any questions to Amy Rose at (503) 797-1776 or rose@metro.dst.or.us

PEDESTRIAN TECHNICAL EVALUATION CRITERIA

1. GOAL: Modal performance (25 points)

Project will encourage walking as a form of travel. The following elements will be considered in determining the projected increase in pedestrian mode share, consistent with 2040 modal targets:

1.a Project is located in an area with a high potential for pedestrian activity (15 points)

- 15 points - Most potential (within a Pedestrian district)[1]
- 10 points - Most potential (along[2] a Rail, Rapid Bus, Frequent Bus corridor[3] and within a 1/4 mile of a major transit stop, school, civic complex or cultural facility)
- 5 points - Less potential (along a Transit/mixed-use corridor location not specified above)
- 0 points - Least Potential (other areas)

1.b Project will correct a deficiency or significantly enhance the pedestrian system in the area such that new pedestrian trips will be generated (10 points)

- 5 points - Completes missing sidewalk link
- 5 points - Removes pedestrian obstacles[4]

2. GOAL: Safety (20 points)

Project corrects a safety problem. Very wide roads with fast moving traffic make crossing difficult and dangerous. Factors such as high number of collisions involving pedestrians, traffic volume, posted speed greater than 30 mph, number of travel lanes, road width, complexity of traffic environment[5] and existence of sidewalks will be considered in determining critical safety problems.

2.a Project addresses a documented safety problem (10 points)

- 10 points - High
- 7 points - Medium
- 3 points - Low

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[1] Refer to Figure 1.19 in the Regional Transportation Plan, which designates pedestrian districts and transit/mixed-use corridors.
[2] Same as 1.
[3] Refer to Figure 1.16 in the Regional Transportation Plan, which designates Rail, Frequent Bus corridors and major transit stops.
[4] Obstacles include missing curb ramps, >330' spacing between pedestrian crossing and lack of pedestrian refuges.
[5] Complexity of traffic environment refers to number of driveways and turning movements in project area.

2.b Project location includes factors that deter walking[6] (10 points)

- 10 points - 5 or more factors that deter walking
- 7 points - 3-4 factors that deter walking
- 3 points - less than 3 factors that deter walking

3. GOAL: Address 2040 land use objectives (40 points)

3.a 2040 Land Use – 20 points

- 20 points - Project is located in the Central city, a regional center, or a regionally significant industrial area
- 13 points - Project is located in a Town center, main street, station communities, or local industrial area
- 5 points - Project is located in all other areas

3.b Economic and community Development - see Attachment B1 or B2 in the Solicitation Packet (20 points)

4. GOAL: Cost effectiveness (15 points)

4.a Provide Mobility at Reasonable Cost

- 15 points - Low/Cost/increase pedestrian mode share
- 10 points - Moderate Cost/increase pedestrian mode share
- 5 points - High Cost/Increase pedestrian mode share

Note: Cost effectiveness = Total project cost is divided by use factor points (increase pedestrian mode share)

[6] Factors that impact walking safety include: travel speeds greater than 30 mph, lack of landscaped pedestrian buffer, curb to curb widths greater than 70 feet, more than 20,000 ADT, more than 2 travel lanes, complex traffic environment, lack of sidewalks, poor pedestrian delineation and lack of marked pedestrian crossings.

ROAD AND BRIDGE CAPACITY TECHNICAL EVALUATION CRITERIA

Points in this category are awarded based on the project's location ("setting") and design elements ("attributes") where applicable.

1. Goal: Modal performance (25 points)

The purpose of this goal is to promote investment in locations where congestion is already significant and where it is expected to increase. The goal is also intended to encourage project sponsors to focus on making the existing road network operate more effectively.

Setting (15 points):

- What are the levels of congestion on the existing facility currently and according to future projections? Points are allotted based on the following table of V/C ratios:

V/C Ratio	Current (pm peak 2 hour/direction, RTP base network)	Modeled Future (pm peak 2 hour/direction, No-Build on RTP FC system)
>1.0	5	10
0.9 – 1.0	4	7
<0.9	2	3

Attributes (10 points):

- Does the project create a new through street connection with an existing or planned street? (5 points)
- Does project utilize system management and/or operations approaches, including intelligent transportation systems (ITS) to reduce congestion? (5 points)

2. Goal: Safety (20 points)

The purpose of this goal is to ensure that when funds are spent on transportation infrastructure in the Portland metropolitan area, they go to projects that increase safety for all users of the system.

Setting:

- A panel will evaluate safety conditions on the existing facility based on factors provided by the applicant such as crash rate per vehicle mile (segments) or per vehicle (intersections), sight line limitations, roadway design, etc.

Attributes:

- A panel will evaluate potential improvements to the safety of the facility by considering proposed project attributes such as sight line distance improvements, use of advanced technology, vehicle channelization improvements, appropriate reduction of speed, provision of route alternative, etc.)
- Does the project create or bring up to standard bicycle (2.5 points) or pedestrian (2.5 points) facilities?

3. Goal: Address 2040 land use objectives (40 points)

The purpose of this goal is to emphasize the connection between transportation and land use. Metro seeks to invest in corridors that provide access to areas that are prioritized in the 2040 Growth Concept.

Setting (40 points):

- Using the following matrix, is a high proportion of travel (10 points) or a high number of vehicles (10 points) on the project link seeking access to/from a mixed-use or industrial area?

	High	Medium	Low
2040 Tier I land-use area	10	7	5
2040 Tier II land-use area	7	5	3
Other 2040 land-use area	3	0	0

- Economic Development: See Attachment B1/B2 in the Solicitation Packet (20 points)

4. Goal: Cost effectiveness (15 points)

The purpose of this goal is to reward project sponsors who find ways to improve access to priority land use areas and to reduce congestion at the lowest possible cost.

Attributes (15 points):

Cost per vehicle hour of delay (VHD) eliminated: VHD eliminated = Plan horizon year No-Build VHD - Build VHD

- 15 points - High
- 8 points - Medium
- 0 points - Low

5. Bonus Points (10 points)

The purpose of offering bonus points is to encourage projects to incorporate specific design elements. These elements represent programs and policy objectives that are promoted in the Regional Transportation Plan.

Transit & Freight Benefits (5 bonus points):

- Project is located on a regional transit route and will implement road-related capital elements of transit system in agreement with transit service provider[1] (2.5 points) or is located on a regional freight or freight connector route and will remove barriers to freight movements on the freight facility[2] (2.5 points).

[1] Examples of road-related capital elements of a transit system include bus stop pads, signal priority, queue-bypass lanes etc.

[2] Examples of freight elements include turning radium improvements, intelligent transportation systems that improve traffic flow, access management, etc.

Green Streets (5 points):

- Project includes preservation of existing large trees and/or planting of street trees consistent with the Trees for Green Streets guidebook or is the construction of a new bridge consistent with Section 7.3 of the Green Streets guidebook (2.5 points). Project includes storm water infiltration/retention elements noted in Section 5.3 of the Green Streets guidebook (2.5 points).

Special Notes and Instructions for Road Capacity Projects:

1. Mainline freeway right-of-way or construction projects are not eligible for regional flexible funds.
2. Project information regarding relief of congestion from spot improvements at intersections or interchanges is not included in this measure as that information is not uniformly available throughout the region. Applicants may provide such information when known as a part of the qualitative considerations in Attachment A.
3. Direct any questions to Jon Makler at (503) 797-1873 or maklerj@metro.dst.or.us

ROAD AND BRIDGE RECONSTRUCTION TECHNICAL EVALUATION CRITERIA

Points in this category are awarded based on the project's location ("setting") and design elements ("attributes") where applicable.

1. Goal: Modal performance (25 points)

The purpose of this goal is to address the fact that infrastructure that is in poor condition is less productive and often more dangerous for users. The intention is to prioritize projects that help maintain as much of the system as possible in a state of good repair, at the most cost-effective time in the life cycle of the pavement.

Setting (20 points):

- What is the facility's current and future (10-year) pavement condition, assuming no earlier improvement is made? Points are allotted based on the following table.[1]

		2016 Condition *(Without earlier improvement)*		
		Fair	Poor	Very Poor
2006 Condition	Fair	12	16	20
	Poor	8	12	16
	Very Poor	4	8	12

Attributes (5 points):

- Project adds urban design elements where they do not currently exist or where they are currently substandard[2] (5 points).

2. Goal: Safety (20 points)

The purpose of this goal is to ensure that when funds are spent on transportation infrastructure in the Portland metropolitan area, they go to projects that increase safety for all users of the system.

Setting:

- A panel will evaluate safety conditions on the existing facility based on factors provided by the applicant such as crash rate per vehicle mile (segments) or per vehicle (intersections), sight line limitations, roadway design, etc.

[1] Conditions (Fair, Poor, Very Poor) will be determined based on the relevant bridge, pavement, and/or safety data and descriptions included in the Technical Evaluation Questions section of the project application.

[2] Examples of urban design elements include sidewalks, pedestrian crossings, transit stop improvements, bike facilities, storm water facilities and lighting.

Attributes:

- A panel will evaluate potential improvements to the safety of the facility by considering proposed project attributes such as sight line distance improvements, use of advanced technology, vehicle channelization improvements, appropriate reduction of speed provision of route alternative, etc.)

Project creates or brings up to standard bicycle (2.5 points) or pedestrian (2.5 points) facilities.

3. Goal: Addresses 2040 land use objectives (40 points)

The purpose of this goal is to emphasize the connection between transportation and land use. Metro seeks to invest in corridors that provide access to areas that are prioritized in the 2040 Growth Concept.

Setting (40 points):

- Using the following matrix, is a high proportion of travel (10 points) or a high number of vehicles (10 points) on the project link seeking access to/from a mixed-use or industrial area?

	High	Medium	Low
2040 Tier I land-use area	10	7	5
2040 Tier II land-use area	7	5	3
Other 2040 land-use area	3	0	0

- Economic Development: See Attachment B1/B2 in the Solicitation Packet (20 points)

4. Goal: Cost Effectiveness (15 points)

The purpose of this goal is to reward project sponsors who employ innovative techniques to minimize project cost in proportion to the volume of traffic utilizing the facility in question.

Attributes (15 points):

- Project utilizes transportation system management and operations (TSMO)? (5 points)
- Cost effectiveness is calculated on the basis of vehicle miles traveled for links and vehicle counts for spots (bridges and intersections). 10 Points are allotted according to the following table:

Bridges/Intersections	Interstate Links	Roadway Links	Score
<$0.50/Veh	<$0.50/VMT	<$0.33/VMT	15
$0.51-0.99/Veh	$0.51-0.99/VMT	$0.34-0.99/VMT	8
>$1.00/Veh	>$1.00/VMT	>$1.00/VMT	0

5. Bonus Points (10 points)

The purpose of offering bonus points is to encourage projects to incorporate specific design elements. These elements represent programs and policy objectives that are promoted in the Regional Transportation Plan.

Transit & Freight Benefits (5 points):

- Project is located on a regional transit route and will implement road-related capital elements of transit system in agreement with transit service provider[3] (2.5 points) or is located on a regional freight or freight connector route and will remove barriers to freight movements on the freight facility[4] (2.5 points).

Green Streets (5 points):

- Project includes preservation of existing large trees and/or planting of street trees consistent with the Trees for Green Streets guidebook or is the construction of a new bridge consistent with Section 7.3 of the Green Streets guidebook (2.5 points). Project includes storm water infiltration/retention elements noted in Section 5.3 of the Green Streets guidebook (2.5 points).

Special Notes and Instructions for Road Reconstruction Projects:

1.Cost scales per vehicle or VMT will be updated to reflect current costs and/or points may be assigned for low medium and high cost to distinguish between candidate projects.
2. Provide safety, bridge and pavement condition related data and descriptions in the Road and Bridge Reconstruction application in the Solicitation Packet.
3. Direct any questions to Jon Makler at (503) 797-1873 or maklerj@metro.dst.or.us

[3] Examples of road-related capital elements of a transit system include bus stop pads, signal priority, queue-bypass lanes, etc.
[4] Examples of freight elements include turning radium improvements, intelligent transportation systems that improve traffic flow, access management, etc.

REGIONAL TRANSPORTATION OPTIONS (RTO) PROGRAM TECHNICAL EVALUATION CRITERIA

Regional Transportation Options (RTO) Program: Financially Constrained System

The Regional Travel Options (RTO) Program 5-Year Strategic Plan was adopted by Metro Council in January 2004. Program components include: Collaborative Marketing, Employer Outreach, Regional Rideshare, Wilsonville/SMART TDM, Regional TMA Program, Region 2040 Initiatives Program, Regional Telework and the Business Energy Tax Credit (BETC) Program. Administration of a number of program components is currently under transition from TriMet to Metro. The RTO Financially Constrained System for FY 2006/07 through 2009/10 represents a base program budget and will be included under the Planning category.

RTO Program: Preferred System Implementation

The RTO Program Preferred System Implementation is described in the RTO Program 5-Year Strategic Plan, and describes new and expanded RTO program elements in addition to those described above in the RTO Financially Constrained System. RTO projects are programs added through Preferred System Implementation must be consistent with the RTO Program 5-Year Strategic Plan.

Special notes and instructions for RTO projects:
Direct any questions to Pam Peck at (503) 797-1758 or **peckp@metro.dst.or.us**

TRANSIT ORIENTED DEVELOPMENT (TOD) TECHNICAL EVALUATION CRITERIA

1. GOAL: Modal performance (25 points)

Increase the share of transit, bike and walk trips.

1.a The number of transit, bike and walk trips over the number that would be expected from a development that did *not* include these public funds for the TOD project.

- 25 points - High: 50 percent or greater increase in non-auto trips
- 13 points - Medium: 25 percent or greater increase in non-auto trips
- 0 points - Low: less than 25 percent increase in non-auto trips

2. GOAL: Density (20 points)

2.a How much does the TOD project increase the density of residential units and/or employment on the project site above the level that would result without these public funds?

- 20 points - High: 50 percent or greater increase in persons per acre
- 10 points - Medium: 25 percent or greater increase in persons per acre
- 0 points - Low: less than 25 percent increase in persons per acre

3. GOAL: Addresses 2040 land use objectives (40 points)

3.a Is the project located in a Tier I 2040 mixed-use land-use area? (10 points)

- 10 points - Central city or regional center
- 5 points - Town center, main street or station community
- 2 points - Corridor
- 0 points - Other

3.b Is the project located in an area projected in the 2040 Growth Concept to have a large increase of mixed-use development between 1996 and 2020? (10 points)

- 10 points - High change
- 5 points - Medium change
- 0 points - Low change

3.c Economic and Community Development: See Attachment B1/B2 in the Solicitation Packet (20 points)

4. GOAL: Cost effectiveness (15 points)

4.a Cost per VMT reduced

- 15 points - Low cost/VMT reduced
- 8 points - Medium cost/VMT reduced
- 0 points - High cost/VMT reduced

Special notes and instructions for TOD projects:

1. Direct any questions to Marc Guichard at (503) 797-1944 or guichardm@metro.dst.or.us

TRANSIT: START-UP SERVICE TECHNICAL EVALUATION CRITERIA

Note: Applicant must demonstrate the ability and a commitment to continue new service after the expiration of application funding to be eligible for allocation of regional flexible funds.

1. GOAL: Increase Ridership (25 points)

1.a New Boardings per vehicle revenue hour

- 25 points - High boardings per revenue hour
- 15 points - Medium boardings per revenue hour
- 5 points - Low boardings per revenue hour

2. Goal: Safety (20 points)

The purpose of this goal is to minimize exposure of general and special needs populations to safety related issues when accessing the transit system.

2.a Increase in households within ¼ mile of transit service with proposed service (10 points).

2.b Increase in transit dependent population within ¼ mile of transit service with proposed service (10 points).

3. GOAL: Address 2040 Land Use Objectives (40 points)

3.a Access to Centers, Central City, Regional and Town centers (10 points)

- Number of centers served

3.b Access to Mixed-Use development (10 points)

- Population in Priority 2040 land use areas served (high/medium/low)
- Employment in Priority 2040 land use areas served (high/medium/low)

3.c Economic and Community Development - See Attachment B1 or B2 to the Solicitation Packet (20 points)

4. GOAL: Provide Cost Effective Improvements (15 points)

4.a Cost/New Boarding

- 15 points - Low Cost per new boarding
- 10 points - Medium cost per new boarding
- 5 points - High cost per new boarding

Special notes and instructions for transit projects:

1. Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us.

TRANSIT: CAPITAL TECHNICAL EVALUATION CRITERIA

1. GOAL: Modal performance (25 points)

1.a Increase ridership

Project includes transit preferential and stop spacing treatments that reduce travel time and /or provide new access to transit that increases riders. Measure is average weekday new riders = plan year horizon transit riders with improvement – plan year horizon transit riders without improvement. (15 points)

- 15 points - High increase in new riders
- 10 points - Medium increase in new riders
- 5 points - Low increase in new riders
- 0 points - No increase in new riders

1.b Improve schedule reliability

Project includes improvements such as signal preemption, communications equipment, queue by-pass lane, stop design or spacing or other improvements that increase schedule reliability. (5 points)

- 5 points - Yes
- 0 points - No

1.c Improve passenger experience

Project includes improvements such as shelters, benches, real time schedule information and other elements that improve the passenger experience.

- 5 points - Yes
- 0 points - No

2. GOAL: Safety and security (20 points)

2.a Project includes attributes that improve system security such as video monitoring, emergency communications equipment, etc.

- 10 points - High number of riders served by new attributes
- 7 points - Medium number of riders served by new attributes
- 3 points - Low number of riders served by new attributes
- 0 points - No safety or security attributes

2.b Project includes attributes that improve passenger safety such as sidewalks, pedestrian crossings, curb extensions, etc.

- 10 points - High number of riders served by new attributes
- 7 points - Medium number of riders served by new attributes
- 3 points - Low number of riders served by new attributes
- 0 points - No safety or security attributes

3. GOAL: Address 2040 Land Use Objectives (40 points)

3.a Project location

- 15 points - Central City, regional center, regionally significant industrial area or inter-modal facility
- 10 points - Town center, main street, station community, local industrial area
- 5 points - Inner and outer neighborhoods, employment area

3.b Economic and Community Development: - See Attachment B1/B2 to the Solicitation Packet (20 points)

3.c Capital investment that has demonstrated ability to attract development to surrounding area.

- 5 points -Yes
- 0 points - No

4. GOAL: Cost Effectiveness (15 points)

4.a Cost effective transit improvement

Cost per rider (may be cost per AWD rider or amortized over estimated life of capital facility depending on type of applications received).

- 15 points - Low cost per new riders
- 10 points - Medium cost per new riders
- 5 points - High cost per new riders

-OR-

4.b Coordination with regional, transit agency and local planning efforts

- Project is part of local Capital Improvement Plan with local resource contribution (5 points)
- Project is part of local Transportation System Plan (5 points)
- Project is part of and consistent with description in transit agency capital improvement plan and is linked to planned service improvements (5 points)

Special notes and instructions for transit projects:

1. Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794

METRO

DATE: May 4, 2006

TO: JPACT and Interested Parties

FROM: Ted Leybold: MTIP Manager
Lainie Smith: ODOT Planning and Development Manager

SUBJECT: Proposed STIP Modernization recommendation process

* * * * * * *

Process & Proposed Schedule

April 27 TPAC: Schedule defined, review/comment on prioritization criteria and evaluation materials.

May 11 JPACT: Briefing on schedule and technical materials.

May 26 TPAC: Technical evaluation of projects, brief on public comment report. Recommendation on 100% modernization list.

June 8 JPACT: Technical evaluation of projects, brief on public comment report. Action on 100% modernization list (if TPAC recommendation reached).

May 30 or June 12 TPAC: Special TPAC meeting if necessary for Recommendation on 100% modernization list.

June 22 JPACT: Special JPACT meeting if necessary on Action on 100% modernization list.

June 22 or 29 Metro Council: Adopt 100% modernization list recommendation.

The process used by ODOT in coming up with the 150% list of

modernization projects applied the OTC eligibility and prioritization criteria in the following manner:

1. Past commitments: ODOT planners started with a list of projects in the current STIP or planning work program, updated the cost estimates, added additional money as necessary, or funded a next logical phase to honor past commitments.

2. Consistency with acknowledged Transportation System Plan (OTC eligibility factor): ODOT staff submitted additional potential projects for each county based on the Constrained RTP project list and based on local priorities as identified at County Coordinating Committees and regional stakeholders. (Federal law requires modernization projects to be in the constrained RTP before being included in the STIP, because projects must comply with the air quality conformity analysis.)

3. Project Need: ODOT staff identified the RTP timeframe: looked at 2004-09 projects as highest priority, 2016-25 as lowest priority.

4. Available Funds: staff eliminated projects or project phases over $ 30 - 50 million due to insufficient funds in this STIP cycle.

5. Leverage: staff identified projects with federal earmarks and/or alternative funding sources (Bridge, Safety, Preservation, Planning) - if the earmark or alternative funding source was deemed sufficient, the project did not need to be on the list of Modernization projects. If the earmark or alternative funding source was insufficient, staff considered adding some Modernization funds to make them whole.

6. Freight: ODOT staff considered freight criteria including OFAC list of priority projects, and worked closely with ODOT Freight Mobility staff in providing project information to help OFAC refine their list.

7. Oregon Highway Plan support: focused on consistency with Major Improvements Policy, i.e. favored lesser improvements that defer the need for major improvements (OTC eligibility factor).

8. Project-readiness: staff assessed technical, legal, and political project readiness of remaining projects

9. Geographic distribution: considered equity between Metro vs. non-Metro jurisdictions and between counties within Metro.

Next, in order to arrive at a 100% list, ODOT and Metro staff will prepare a matrix applying the OTC prioritization criteria to the projects on the 150% list and to other projects proposed in comments submitted to ODOT during the recent comment period. In doing so, staff proposes to apply the criteria to projects in the Metro area in a manner that address both Oregon Transportation Commission and local prioritization criteria with a qualitative technical evaluation by ODOT and Metro staff.

Qualitative Technical Evaluation Criteria

Following is a set of evaluation factors consistent with these criteria that incorporates factors of regional and local concern.

A. Project Readiness:
• Has the proposed improvement been adequately defined through transportation systems planning, corridor planning, and/or environmental analysis?
• Is the proposed improvement consistent with the RTP and with the local Comprehensive Plan and Transportation System Plan, or is there a need for further planning?

B. Projects that best support the policies of the Oregon Highway Plan:
• Is the proposed improvement consistent with the Major Improvements Policy?
• Is it consistent with the Land Use and Transportation Policy, i.e. does it appropriately support priority 2040 land uses such as Mixed Use Centers and Industrial Areas?

C. Projects that support Freight Mobility:
• Is the project on the State and/or RTP Freight system?
• Is the Highway designated an NHS inter-modal connector?
• Does it remove barriers to the safe, reliable, and efficient movement of goods?
• Does it support multi-modal freight movement?

D. Projects that leverage other funds and public benefits:
• Is the local jurisdiction willing to contribute to the project by providing an overmatch or is there innovative financing that can be leveraged?
• Will the project leverage other publicly or privately funded infrastructure projects?
•Does the project offer opportunity for transfer of jurisdiction?

• Will the project benefit multiple modes of travel?
• Will the project aid in traded-sector job creation/retention?

E. Environmental
• Will the project require additional environmental documentation or is it based on a completed ROD or FONSI?

These questions will be assessed in a summary matrix answering each question with either yes/no/unknown or high/medium/low/unknown format and a brief description of why the project received that answer.

Metro and ODOT staff will also be coordinating our respective planning and project development programs for clarification on work plan scope and budgets through the 2008-11 time frame. Proposals for programming some 2008-11 Modernization funding to these activities under the Development-STIP may be generated as a result of this coordination. Any requests for Projects proposed for the development-STIP will be evaluated under the criteria established by the OTC for eligibility and prioritization of development-STIP work.

ODOT Planners have prepared Project Summary Reports that include an initial response for projects on the 150% list to the OTC prioritization criteria. Local jurisdictions are encouraged to submit information relative to these criteria to Ted Leybold and Lidwien Rahman via e-mail at leyboldt@metro.dst.or.us or by phone at 503-797-1759 by May 15, 2006, to help inform this initial assessment.

The technical evaluation and summary of public comments received on the 150% list will be presented to TPAC for comment as well as a draft recommendation of a prioritized Modernization program list. TPAC will be asked to recommend a prioritized list to JPACT for its consideration and referral to Metro Council. This list will then be recommended to ODOT Region 1 Manager for inclusion in the draft STIP.

For descriptions of the Region 1 STIP process including individual Modernization project descriptions and copies of the public comments received, please go to: http://www.oregon.gov/ODOT/HWY/REGION1/r1stip/

For more information on the statewide 2008-11 draft STIP development process, please go to http://www.oregon.gov/ODOT/HWY/STIP/0811DraftStip.shtml.

Prioritization Summary of Potential ODOT Region 1 Modernization Projects
2008-11 STIP

Prioritization Criteria	Eligibility	Project Readiness		Oregon Highway Plan Consistency		Freight Mobility		Congestion and/or Freight Mobility (V/C ratio)	Leverage and Public Ben		
Project	Consistent with Constrained RTP and Local TSP	Adequate definition and planning	Funding PE, ROW, Construction	Consistent with Major Improvements Policy	Support 2040 land use	On State or Regional freight system or NHS intermodal connector	Support multi-modal freight movement	Remove barrier to movement of goods	Over match, innovative financing, other infrastructure, jurisdictional transfer	Aid in traded-sector job creation or retention	B m m t
I-5 Delta Park Phase II: PE and ROW for Columbia Blvd access to I-5	High	High - Preferred alt being selected this month as part of current EA	PE, ROW	High	High (Ind, TC)	yes - high OFAC priority	High	High - safe operations and congestion. (.7)	Potential transfer of Denver Ave., community enhancements	High (Columbia South Shore, Rivergate)	Y
I-5 SB/I-205 SB Merge Lane extension	Med	High - came out of auxiliary lanes project design	PE to Con	High	Low	yes - high OFAC priority	Low	Med - safe operations and congestion. (.34 w/ 2 lanes)	Enhance benefits of Auxiliary lanes	Low	N
US26: 185th to Cornell	High	Medium - US 26 corridor plan completed	PE to Con	Med	Med (TC)	yes - high OFAC priority	Low	Med - congestion. (.76 w/ 3 lanes)	Low: $1 million earmark for PD	High (Sunset Corridor)	N
Troutdale Marine Drive extension PE	Med: Troutdale TSP but not RTP.	Med: earmark funds available but insufficient for planning and design	PE	High: defers need for full interchange	High (Ind, TC)	no but directly connects to I-84 interchange and Marine Dr. - high OFAC priority	Med	Med - safe operations and congestion. (.89)	High: $1 million earmark for PD/PE	Med (industrial lands access, including former Reynolds Aluminium site - 700 acres)	N
US26: Springwater Interchange Phase I	High	Med - Refinement plan completed, EA/IAMP in '06-'09 DSTIP	PE to Con	High: defers need for full interchange	Med (Ind) but is timing ripe relative to other projects?	yes - medium OFAC priority	Low	Low	Low: But SDC's eligible for use.	High (Springwater; 15-18K jobs potential)	N
I-5: Wilsonville Interchange (Refinement Plan, PE + ROW)	High (PE, ROW in constrained RTP)	Med - Wilsonville Freeway Access Study defined need, proposal includes refinement plan	PE to Con	High	High (Ind, TC)	yes - high OFAC priority	Med	High - congestion. (1.2)	High (local match)	High (Wilsonville RSIA 194 acres vacant)	Y
Sunrise Corridor (PE, ROW)	High	Med - EIS underway	ROW	Low	Med (Ind)	yes - medium OFAC priority	Low	High - safe operations and congestion. (Hwy 212 = 1)	High (earmark, County, OTIA)	High (Clackamas and Damascus Industrial Areas)	Y m a o st
Preservation Supplement for Ped/Bike	High	N/A	Con	High	Varies	Varies	Low	No	Possible	No	Y
STA Implementation Project: Oregon City	High	High - Boulevard plan completed, PE phase underway	Con	High	High	yes	Low	No. (.52)	High (MTIP, bridge and pres projects)	Med	Y

FY 2007 Transit Investment Plan
Executive Summary

The Transit Investment Plan (TIP) lays out TriMet's strategies and programs to meet regional transportation and livability goals through focused investments in service, capital projects and customer information. The TIP is a rolling five-year plan that is updated annually. The TriMet Board of Directors first adopted the TIP in June 2002.

The TIP relies on long-term goals and strategies developed by Metro, including the Regional Transportation Plan (RTP). These plans direct development to Regional Centers, Town Centers and key corridors. The TIP shows how TriMet will implement the transit portion of the RTP over the next five years.

The Total Transit System

The Total Transit System is TriMet's term for the elements that make transit an attractive choice for riders. The Total Transit System includes: frequent, reliable service during all times of the day and every day of the week; clear customer information; easy access to stops; comfortable places to wait for transit and modern, well-maintained vehicles. TriMet and its partners are investing in the Total Transit System to not only meet the current demand for service, but to support regional development described in the 2040 Framework Plan and to attract the level of ridership called for in the RTP.

Regional Partnerships and Focused Investments

TriMet partners with local, regional, and state governments and agencies to provide many of the important elements that enhance access to transit such as roadways, sidewalks, safe pedestrian crossings, priority treatments for transit vehicles, and building codes that promote and enhance pedestrian-friendly areas. Only with such combined and coordinated efforts can the region realize the full potential of its significant transit system investment.

The TIP provides the framework for forming regional partnerships between TriMet and other agencies to improve access to transit and encourage transit-oriented development. TriMet worked with local jurisdictions to develop criteria for expanding transit service.

TIP Priorities

Within available financial resources, TriMet and its partners balance needs to guide where, when and how to invest transit-related dollars. The TIP priorities are to:

1. **Build the Total Transit System** – Enhance customer information, access to transit, stop amenities, frequency, reliability, passenger comfort, safety and security.
2. **Expand high capacity transit** – Invest in MAX Light Rail, Commuter Rail and Streetcar service along key corridors to connect Regional Centers.
3. **Expand Frequent Service** – Add routes to TriMet's network of bus lines than run every 15 minutes or better, every day.
4. **Improve local service** – Work with local jurisdictions to improve transit service in specific local areas.

TIP Implementation

TIP Priority	FY 2006 June 2005 - July 2006 *Past Fiscal Year*	FY 2007 June 2006 - July 2007 *Upcoming Fiscal Year*	FY2008 to FY 2011 June 2007 - July 2011 *Program of investments, depends upon improved revenue*
1. Build the Total Transit System Chapter 4	Transit Tracker by Phone provides real time bus & MAX arrivals to more than 12,000 calls per day Added Stop IDs at 2,000 bus stops for use with Transit Tracker Installed 10 shelters and replaced 20 Install solar-powered lighting at 45 stops Deployed 39 new buses	Add Transit Tracker stop ID numbers to 1,200 more stops Open Milwaukie Park & Ride Install 35 new shelters Automate announcements on low floor buses Install stop name decals Address low performing lines 86-Alderwood, 157-Happy Valley, and the Cedar Mill Shuttle. Assess performance of Line 39-Lewis and Clark changes.	Provide automated stop announcements, air conditioning and low-floor boarding on over 3/4 of buses Add buses and light rail vehicles to address projected passenger crowding Improve Rose Quarter bicycle access Complete installation of new signs and optimize bus stop spacing
2. Expand High Capacity Transit Chapter 5	Completed South Corridor 50 percent Design	Begin Washington County Commuter Rail construction Begin I/205-Portland Mall Construction	Open Washington County Commuter Rail Open Gresham Civic MAX Station Open MAX on I-205 to Portland Mall; Redesign downtown bus service
		Continue Analysis & planning for future corridors (Milwaukie-Portland, Lake Oswego-Portland, Portland Eastside, Columbia River Crossing, Powell/Foster, Damascus/Boring) and possible MAX extensions.	

3. Expand Frequent Service Chapter 6	Frequent Service buses served 56.7% of bus riders in FY05.	Add hours of service to line 9-Powell Construct access improvements along line 57-TV Hwy/Forest Grove	Add Frequent Service to complement Commuter Rail, I-205 investments Extend hours of Frequent Service on 4 existing lines
4. Improve Local Service Chapter 7	Second year of Blue Lake Park weekend shuttle	Tigard	Revise N. Clackamas service to coordinate with I-205 MAX Green Line Change S. Waterfront service

TriMet's Transit Investment Plan

Legend

- MAX Blue Line
- MAX Red Line
- MAX Yellow Line
- I-205 & Mall Light Rail Project
- South Corridor LRT/BRT
- Portland Streetcar/Extension
- Commuter Rail
- High Capacity Transit
- Frequent Service (existing/future)
- Other Railroads
- Freeways/Arterials
- Capital Projects

Metro 2040 Plan Center Types

- Portland CBD
- Regional Center
- Town Center
- Land within UGB

Updated Corridors Work Plan (Metro)

On-Going Corridor Planning

- I-5 North
- Powell/Foster
- Hwy 217
- Sunrise Corridor
- Macadam/Hwy 43
- I-5 to Hwy 99 Connector

New Recommended Corridor Refinements

- I-84 to Hwy 26 Connector
- I-205 (South)
- Outer Southwest Area
- I-405 Loop
- LRT & Streetcar System

Other Corridors

- North Willamette Crossing
- Highway 213
- Barbur Blvd/I-5
- TV Hwy
- Sunset Hwy
- NE Portland Hwy
- I-205 (North)
- Banfield (I-84)
- McLoughlin & Hwy 224

Stay in touch

- *To be notified of future updates to the TIP, please sign up for TIP email updates at trimet.org/emailupdates.*

- *The most current Transit Investment Plan is available at trimet.org/tip.*

For TIP input, questions or additional copies, please contact:

Kiran Limaye,
Strategic Planning Coordinator
503-962-4977
tip@trimet.org
trimet.org/tip

For general comments, concerns, trip planning & Transit Tracker ™ Next Arrivals, please contact:

Customer Service
503-238-RIDE (7433)
TTY 503-238-5811
comments@trimet.org
trimet.org

Appendix 4

Summary of Public Involvement Procedures and Comments

Introduction

This report presents a compilation of public comments received from February 5 through February 13, 2007,on a draft final list of funding recommendations. The funding recommendations are part of Metro's 2008–11 Transportation Priorities process. The Transportation Priorities process selects projects to receive the "flexible funding" part of the Metropolitan Transportation Improvement Program (MTIP). The flexible funds, administered by Metro, comprise about 13% of the region's federal transportation investment and about 4% of the region's total transportation investment (including state, county and local funds).

The flexible funds come from two federal funding categories—the Surface Transportation Program funds and Congestion Mitigation/Air Quality funds. They are called flexible because they may be invested in more types of projects than may most federal funds. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council have directed that the funds be invested to support the region's 2040 Growth Concept, to leverage economic development in centers of economic activity, support modes of travel that do not have other dedicated sources of funding, complete missing links in transportation systems, and provide transportation choices for people and businesses.

Metro received 66 applications for projects and programs requesting a total of $132 million. Only $45.4 million are actually available for new funding obligation. The 66 applications included projects to plan or improve boulevards, bike and trails systems, freight routes, vehicle routes, bridges, sidewalks, and transit facilities, as well as regional programs such as those promoting transit oriented developments and transportation options.

The applications were evaluated for technical feasibility and readiness. Based on that evaluation, Metro planning staff and the Transportation Policy Alternatives Committee (TPAC), a technical advisory committee to JPACT, created a first-cut list of funding recommendations. That first-cut list recommended funding for 49 of the 67 applications and represented $79.6 million in funding requests. A 45-day public comment period was held from October 13–December 1, 2006, to help select a draft final project list that more closely matches the available $45.4 million.

On February 5, 2007, TPAC released its draft final list recommendation for public review and comment, consisting of 32 projects and programs to receive $45.4 million of funding. The review and comment period ended on February 13, 2007, when JPACT and the Metro Council held a joint public hearing on the draft final list in preparation for taking final action. JPACT is tentatively scheduled to take final action on March 1, 2007, and the Metro Council on March 15, 2007. (Confirm the date and time with the Council Office, 303-797-1540, or check the Metro website at www.metro-region.org.)

Thanks to everyone who took the time to write or testify and to the neighborhood associations, advocacy groups, business associations and government stakeholders that encourage members to participate in this important function of democracy.

Section 2: Summary of Comments

Summary of Comments

This section summarizes comments received on the funding recommendations for the regional flexible fund component of the 2008-11 Metropolitan Transportation Improvement Program.

The final public review and comment period began on February 5, 2007, with release of the Transportation Policy Advisory Committee's (TPAC) recommended funding levels on a draft final list of projects and programs. The period ended with a public hearing held by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council on February 13, 2007. Metro received a total of 1,193 comments on this draft final list delivered in the form of oral and written testimony, and as letters, petitions, signed statements and emails.

More than 100 individuals attended the public hearing. Eighty of those attending offered either oral or written testimony, or both. Several testifiers spoke on behalf of one or more organizations; in at least two instances, testifiers presented signatures indicating the support of hundreds of other people.

Comments received during this final comment period and during the first-cut comment period are summarized below. (A full report on the first-cut comment period was published in January 2007.) Please keep in mind when comparing remarks received during the two comment periods that the first comment period comprised 45 days and four public listening posts; the second comment period comprised 8 days and one public hearing.

Boulevard

East Burnside: 3rd Ave to 14th Ave

Final comment period: 6 comments, 5 in favor as necessary to support revitalization. The 1 opposed said that the project needs to be better thought out.

First-cut comment period: 29 comments, all but 2 in favor as a way to support better bike connections and promote development. Opposition criticized the design and questioned whether the project would be safe for buses and truck.

Killingsworth: N Commercial to MLK

Final comment period: 21 comments in favor of the project (6 individual submissions of which one represented 8 other organizations and one represented 7 other organizations. Reasons included revitalization and the need for pedestrian and bicycle improvements in an area heavily used by students and transit-dependent residents.

First-cut comment period: 1 comment in support, citing a needed link between nearby neighborhoods and MAX.

NE 102nd Avenue: NE Glisan to NE Stark

Final comment period: 2 comments in favor, citing the need for improvements in this area and the fact that the project is ready to go.

First-cut comment period: 12 comments, 10 in support of this project as a way to promote safety and economic development; 2 opposed, with 1 citing concerns about the design, and the other suggesting that the project should be paid for by local businesses.

SE Burnside: 181 Street to Stark Street

Final comment period: 1 comment in favor, citing support for the Rockwood Town Center.

First-cut comment period: 15 comments, all in favor of the project as a way to spur economic development, improve bike and pedestrian facilities, and address safety issues.

Rose Biggi Ave: Southwest Hall Blvd to Crescent Way

Final comment period: no comment.

First-cut comment period: 2 comments, 1 supporting a connection to The Round, and the other opposing the project.

East Baseline Street, Cornelius: 10th Ave to 19th Ave

Final comment period: 916 total comments in favor of the project (10 submissions, one accompanied by 905 signed endorsements).

First-cut comment period: 19 comments, 18 strongly favorable, citing badly needed improvements for pedestrian and bicycle safety and to promote downtown development; the 1 opposed said project would be "a travesty."

McLoughlin Blvd: Clackamas River to Dunes Drive

Final comment period: 7 comments in favor, citing the importance of the project to supporting Milwaukie as a Regional Center, providing connections to transit, and improving the aesthetic to encourage tourism.

First-cut comment period: 18 comments, all in support of the project as a way to provide access to the river and to improve bike and pedestrian connections.

Boones Ferry Road: Red Cedar Way to S of Reese Road

Final comment period: 2 comments in favor, citing the need to address safety issues and to catalyze development of Lake Grove as a Village Center.

First-cut comment period: 57 comments, 20 supported the project as a way to improve safety and promote development of a town center; 37 opposed the project citing lacking in public involvement and absence of an economic impact study. The Lake Grove Commercial Association submitted a petition containing 2,458 signatures that asked that funding be delayed until the public had been consulted and the economic impact studied.

Bike/Trail

Sullivan's Gulch Trail: Esplanade to 122nd Ave

Final comment period: 26 total comments in favor (one submission represented and additional 17 neighborhood associations).

First-cut comment period: 66 comments, 65 from residents, developers, businesses and agencies, supporting this trail as a boon to development, to bicycle commuting and recreation, and to pedestrian connections. One individual did not explicitly state a position, but questioned Metro's sponsorship of the project.

Willamette Greenway Trail: SW Gibbs to SW Lowell

Final comment period: 166 comments in favor (including one petition with 101 signatures, and 34 statements individually signed). Reasons included the need to serve a rapidly growing population of residents and workers in an area with lots of construction and heavy bike and pedestrian use. The trail was approved for funding two cycles ago, but the money was used for the streetcar instead.

First-cut comment period: 124 comments, 42 in favor from residents of the area supporting the project as a connection to other trails for bicycle and pedestrian use and as important for developing the area (one included a petition with 80 supporting signatures); 2 opposed the project.

NE/SE 50s Bikeway: NE Thompson to SE Woodstock

Final comment period: 2 comments, 1 in favor, and 1 opposed.

First-cut comment period: 45 comments, all but 1 supporting what was often described as a needed north-south bike route. One individual opposed the project, citing over-representation of bicycle projects.

NE/SE 70s Bikeway 70s: NE Killingsworth to SE Clatsop

Final comment period: 2 comments, 1 in favor, and 1 opposed.

First-cut comment period: 34 comments similar in content to those submitted on the NE/SE 50s Bikeway project—33 in favor and 1 opposed.

Rock Creek Path: Orchard Park to NW Wilkins

Final comment period: 2 comments in favor, citing the need to fill gaps in the system and provide an alternative to car travel.

First-cut comment period: 20 comments, 18 cited the need for a safe connector for runners, walkers, and bikers; 2 opposed the project.

Westside Corridor Trail: Tualatin to Willamette Rivers

Final comment period: 3 comments in favor, citing the need to fill gaps in the system and provide an alternative to car travel.

First-cut comment period: 38 comments, 37 in favor of connecting with other trails, providing safe pathways for pedestrians and bike riders and access to nature. One comment objected to funding trails in general.

Northwest 28th PE: NE Grant to East Main Street

Final comment period: no comment.

First-cut comment period: 3 comments in favor, but 2 of those expressing reservations about particular design features.

Marine Drive Bike Facility Gaps: NE 6th to NE 185th
Final comment period: no comment.

First-cut comment period: 24 comments in favor from residents, and organizations, citing the need to complete the bicycle route for safety as well as connectivity.

Trolley Trail: Arista St to Glen Echo

Final comment period: 1 comment in favor, citing the need to repair gaps in a multi-modal network.

First-cut comment period: 36 comments, 34 supporting the project as a positive addition to a trail system that promotes exercise and non-auto commuting. The 2 in opposition objected to spending money on trails and on bicycle projects, which were seen as over-represented.

Milwaukie to Lake Oswego Trail

Final comment period: no comment.

First-cut comment period: 40 comments, 37 in favor of supporting safe bicycle routes, especially for seniors. The 3 comments not in favor included 1 that suggested transit on this route; 1 that objected to funding bicycle facilities, and 1 that said the project would not solve transportation problems.

Willamette Falls Dr: 10th St to Willamette Dr

Final comment period: no comment.

First-cut comment period: 4 comments in favor of enhancing the livability of the area.

NE 28th Ave preliminary engineering: NE Grant to E. Main St

Final comment period: no comment.

First-cut comment period: no comment.

Diesel Retrofit

Sierra Cascade SmartWay Technology: region wide

Final comment period: no comment.

First-cut comment period: 15 comments, 14 in favor of this program as a way to promote fuel efficiency and reduce emissions; 1 did not support the program.

Transit bus emission reduction: region wide

Final comment period: no comment.

First-cut comment period: 5 comments, all in favor of the program as a way to reduce pollution.

Freight

N Burgard/Lombard: N Columbia Blvd to UPRR Bridge

Final comment period: 2 comment in favor.

First-cut comment period: 4 comments in favor, citing the opportunity to keep trucks out of the St. Johns neighborhood.

Portland Road/Columbia Blvd

Final comment period: 3 comments in favor.

First-cut comment period: 6 comments, 5 favoring this project as a way to protect St Johns neighborhood; 1 expressed concerned about cut-through traffic if more freight were to travel on Portland Road.

82nd Ave/Columbia Intersection Improvements

Final comment period: 4 comments in favor.

First-cut comment period: 9 comments, 7 supporting the project as a way to move freight, reduce auto-truck conflicts, and promote economic competitiveness. The 2 opposed included 1 contention that the Port of Portland should fund the project.

Green Streets Culvert

OR 99-E Bridge at Kellogg Lake

Final comment period: 3 comments (1 submissions with 2 cosigners) in favor to protect fish habitat.

First-cut comment period: 38 strongly in favor of this project as a way to restore fish habitat as well as to provide safe facilities for bike riders and pedestrians.

Green Streets Retrofit

Cully Boulevard: NE Prescott to NE Killingsworth

Second comment period: 6 comments in favor, citing badly needed safety improvements in an area that has not had a project in 20 years.

First-cut comment period: 55 comments that indicated broad support, including comments from elected officials representing the area, businesses, residents and neighborhood associations. Support included the need to make crucial safety improvements that were long overdue in an underserved area. There was no opposition.

Main Street: Rail Corridor to 99W, Tigard

Final comment period: 2 comments in favor, citing the integration with other improvements and the need to better handle storm water runoff, as well as important for downtown development.

First-cut comment period: 26 comments that indicated broad public support, 25 in favor of the project as a way to promote revitalizing of the downtown, promote pedestrian activity and improve stormwater management; 1 did not support the project.

Pedestrian

Sandy Blvd pedestrian improvements: NE 17 to NE Wasco St

Final comment period: no comment.

First-cut comment period: 2 comments, one in favor of the project as a way to improve safety; 1 opposed to the project suggested that the money be spent instead on improving crossing safety.

Foster-Woodstock: SE 87th St to SE 101 St

Final comment period: 2 comments in favor, citing the need to improve pedestrian safety.

First-cut comment period: 35 comments, 34 in favor of the project as a way to spur revitalization of the area and promote safety for seniors and children; 1 opposed the project.

Hood Street: SE Division Street to SE Powell Blvd

Final comment period: 2 comments in favor, citing the need for pedestrian facilities, make the area ADA compliant, and provide link to transit near a proposed Center for the Arts.

First-cut comment period: 13 comments, 12 favor the project as a way to improve access to transit, pedestrian safety, and spur economic development; 1 opposed.

SE 17th Ave: SE Ochoco to SE Lava Drive

Final comment period: 1 comment in favor, citing town revitalization and need to fill a gap in bike connections.

First-cut comment period: 31 comments in favor of this project as a way to improve pedestrian and bicycle facilities and address safety issues; none opposed.

Fanno Creek trail: Hall Blvd crossing study

Final comment period: 3 comments in favor, citing the extreme hazard of the current crossing.

First-cut comment period: 88 comments, 86 in favor of this project as a way to fix a dangerous crossing at Hall Blvd and provide needed bicycle and pedestrian connections to a natural area; 2 comments opposed, 1 cited the expense of a bridge, and the other suggested installing a traffic light instead.

Pine Street: Willamette St to Sunset Blvd

Final comment period: no comment.

First-cut comment period: 1 comment in favor.

Pedestrian Network Analysis: region wide

Final comment period: no comment.

First-cut comment period: 5 comments, 4 in support of the program as a way to identify gaps in the system; 1 was noncommittal, but mentioned the Cedar Mill trail.

Planning

Rx for Big Streets: Metro region 2040 corridors

Final comment period: no comment.

First-cut comment period: 3 comments in favor**.**

Livable Streets policy and guidebook update: region wide

Final comment period: no comment.

First-cut comment period: 4 comments in favor.

Hillsboro RC planning study

Final comment period: no comment.

First-cut comment period: 1 comment opposed the study as being ambiguous.

Happy Valley Town Center arterial street planning

Final comment period: no comment.

First-cut comment period: 3 comments in favor of the project, citing the need for bike and pedestrian facilities and the need to improve safety.

Tanasbourne Town Center planning study: Hillsboro

Final comment period: no comment.

First-cut comment period: no comment.

MPO Program: region wide

Final comment period: no comment.

First-cut comment period: no comment.

RTP corridor project: region wide

Final comment period: no comment.

First-cut comment period: no comment.

Road Capacity

ITS Programmatic Allocation: region wide

Final comment period: no comment.

First-cut comment period: 5 comments, 4 in favor of this program as a cost-efficient way to manage traffic; 1 opposed funding more ways to move traffic.

Wood Village Blvd: NE Halsey St to NE Arata Rd

Final comment period: no comment.

First-cut comment period: 5 comments, 4 in favor of this project as a way to address congestion; 1 opposed, expressing concern that the project would create more traffic.

Tualatin-Sherwood Road ATMS: 99W to SW Teton Rd

Final comment period: no comment.

First-cut comment period: 4 comments in favor of this project as a low-cost way to manage congestions.

Highway 217: Beaverton Hillsdale Hwy to SW Allen Blvd

Final comment period: 3 comments in favor, citing the need to provide road capacity and support the state's economy.

First-cut comment period: 8 comments, 6 in favor of the project as a way to address congestion; 2 opposed the project for the expense and for environmental reasons.

Farmington Road: SW Murray Blvd to SW Hocken Ave

Final comment period: 3 comments, 2 in favor citing the need to make improvements that will accommodate growth in the area; 1 opposed to spending the money where no improvements are needed.

First-cut comment period: 19 comments, 15 in favor of the project as a way to address congestion; 4 opposed said it was not going to solve the problem.

Cornell Road ATMS and ATIS: Hillsboro to US 26

Final comment period: no comment.

First-cut comment period: 3 comments, 2 in favor of the project as a cost-efficient way to manage traffic; 1 opposed for expense reasons.

Sue/Dogwood Connection: NW Dale to NW Saltzman

Final comment period: no comment.

First-cut comment period: 1 comment supported the connection.

Harmony Road: 82nd Ave to Highway 224

Final comment period: no comment.

First-cut comment period: 15 comments, 5 in favor as a way to address congestion; 10 opposed the project expressing environmental and safety concerns; 1 comment took no position, but asked if TriMet would serve the area and whether pedestrian facilities would be built.

Clackamas County ITS: Clackamas County

Final comment period: no comment.

First-cut comment period: 7 comments, 5 in favor of ITSA as a way to maximize existing system capacity; 1 did not "fully support" and 1 opposed, saying that this type of project should not be funded until other priorities had been addressed.

SE 172nd Ave: Multnomah Co line to Sunnyside Rd

Final comment period: no comment.

First-cut comment period: 8 comments, 4 in favor of this connection to Damascus; 4 opposed to spending more money on car travel or a facility that wouldn't work with bike lanes.

SE 190th Dr: Pleasant View/Highland to SW 30th St

Final comment period: 1 comment in favor, citing the need to develop Pleasant Valley in a way that supports 2040 goals

First-cut comment period: 24 comments, 23 favored the project as necessary to development of Pleasant Valley; 1 opposed, expressing concern over converting a quiet road to higher speed.

Large Bridge

Morrison Bridge: Willamette River, Portland

Final comment period: 1 comment in favor.

First-cut comment period: 4 comments in favor of improving this vital connection to downtown Portland.

Road Reconstruction

Division Street: SE 6th St to 39th St

Final comment period: 3 comments in favor, citing the need to improve safety and the fact that the project is ready to go.

First-cut comment period: 49 comments, 47 in favor of this project, citing support for development, business, bicycle riders and pedestrians; 2 opposed, saying it would not improve safety.

223rd RR Undercrossing at Sandy Boulevard

Final comment period: 29 comments in favor, citing the urgent need to fix a very dangerous situation for pedestrians, bicyclists and cars.

First-cut comment period: 40 comments, 39 in favor of fixing what was seen as a dangerous situation for autos, bicyclists, and pedestrians; 1 opposed, expressing concern over the potential for increasing in traffic in Fairview.

Transit Oriented Development

Metro TOD Implementation Program: region wide

Final comment period: 10 comments in favor, citing the need for TOD programs to leverage private investment and make these kinds of developments pencil out.

First-cut comment period: 29 comments, 28 in favor of a program with a proven track record, that supports 2040 goals, and that encourages public-private partnerships; 1 opposed programs that benefit developers.

Metro Centers Implementation Program: region wide

Final comment period: 8 comments in favor, citing the demonstrated success of supporting mixed-use areas that can be served by transit.

First-cut comment period: 30 comments; 29 in favor of a program that supports 2040 goals, improves economic vitality, and promotes healthy public-private partnerships; 1 opposed the program as benefiting developers.

Hollywood Transit Center: NE Halsey and NE 42nd St

Final comment period: 2 comments, in favor of making needed safety improvements and to support transit ridership; 1 opposed

First-cut comment period: 52 comments, 49 expressing strong support for this project as a way to improve a poor design, support local business development and improve access to transit; 3 opposed—1 questioned whether safety would improve; 1 objected to curb extensions; 1 simply opposed the project.

Regional Travel Options

Regional Travel Options: region wide

Final comment period: 3 comments in favor, citing the importance of the program in reducing SOV travel, supporting successful centers.

First-cut comment period: 15 comments, 14 in favor of promoting transportation choices; 1 opposed the program.

RTO individualized marketing program: region wide

Final comment period: 3 comments in favor, citing the importance of the program in educating people on alternatives to SOV travel.

First-cut comment period: 5 comments in favor of promoting transportation choices and reducing SOV use.

RTO new TMA Support: region wide

Final comment period: 2 comment in favor, citing the importance of the program in supporting TMA services that have demonstrated their value in reducing SOV commuting.

First-cut comment period: 4 comments in favor of the program, citing benefits to employers and employees and reducing SOV travel.

Transit

South Corridor Phase II (PE): Portland to Milwaukie

Final comment period: no comment.

First-cut comment period: 11 comments favored this "long overdue" project; 1 had concerns.

Eastside Streetcar: NW 10th to NE Oregon

Final comment period: 1 comment in favor.

First-cut comment period: 14 comments, 9 in favor of adding another transit option and stimulating positive development; 5 opposed as not needed, too expensive, and lacking vision.

Tigard Transit Center: SW Commercial St, Tigard

Final comment period: no comment directly about this project, but the project was mentioned in related testimony as one of the several good revitalization efforts proposed or underway.

First-cut comment period: 12 comments in favor of a project seen as promoting downtown revitalization, connecting with commuter rail and enhancing the livability of the area.

On-street transit facilities: region wide

Final comment period: no comment.

First-cut comment period: 4 comments in favor of adding amenities that encourage transit use; none opposed.

General Comments

Final comment period: 3 comments received, 2 requesting more bike and pedestrian trails in SW Portland and 1 requesting light rail service in Tigard.

First-cut comment period: 34 comments were received that did not pertain to specific projects on the first-cut list. Comments ranged from general support for types of projects—pedestrian and bicycle improvements, for example—to suggestions for projects that are not on the current list, to a request that Metro address diversity in contracting.

Appendix 5

2004 Regional Transportation Plan

- Resolution 03-3380A
- Ordinance 04-1045A
- US DOT letter certifying conformity

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DESIGNATION OF THE 2004 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN TO MEET FEDERAL PLANNING REQUIREMENTS	)))))	RESOLUTION NO. 03-3380A Introduced by Councilor Park

WHEREAS, federal law requires Metro to demonstrate every three years that its Regional Transportation Plan ("RTP") conforms to the Clean Air Act; and

WHEREAS, the U.S. Department of Transportation (Federal Highway Administration and the Federal Transit Administration) and the U.S. Environmental Protection Agency last found the RTP to conform to the requirements of the Clean Air Act on January 26, 2001; and

WHREAS, federal transportation planning rules require Metro, as the Metropolitan Planning Organization ("MPO"), to identify a MPO Planning Boundary; and

WHEREAS, a post-adoption air quality analysis must demonstrate conformity with the federal Clean Air Act for continued federal certification; and

WHEREAS, the Metro Council has received and considered the advice of its Joint Policy Advisory Committee on Transportation and its Metro Policy Advisory Committee, and all proposed amendments identified in Exhibit "A" have been the subject of a public review period that began October 31, 2003, and ended December 10, 2003; and

WHEREAS, the Council held a public hearing on the 2004 RTP on December 4, 2003; now therefore,

BE IT RESOLVED that the Metro Council:

1. The 2004 Regional Transportation Plan ("RTP") shall be the federal Metropolitan Transportation Plan.

2. The map in Part 1 (Policy Update) of the 2004 Regional Transportation Plan Update shall be the Metropolitan Planning Organization Planning Area Boundary for purposes of the federal Metropolitan Transportation Plan.

3. The Chief Operating Officer shall revise the 2004 RTP, attached and incorporated into this resolution as Exhibit A (Parts 1, 2, and 3), as recommended by the Transportation Planning Advisory Committee to the Joint Policy Advisory Committee in "Summary of Public Comments: Receive October 31, 2003 through December 4, 2003," dated December 5, 2003, attached and incorporated into this resolution as Exhibit B, and in "Supplemental Public Comments: Received December 5, 2003 through December 10, 2003," dated December 11, 2003, attached and incorporated into this resolution as Exhibit C.

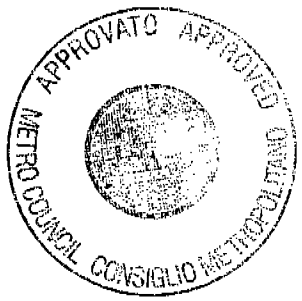
4. The Chief Operating Officer shall submit this resolution, the 2004 RTP and Resolution No. 03-3382 (the 2004 RTP/2004-07 MTIP Air Quality Conformity Determination), upon its adoption by the Council, to the U.S. Department of Transportation (Federal Highway Administration and the Federal Transit Administration) and the U.S. Environmental Protection Agency prior to January 26, 2004, for review for acknowledgement that these documents conform with the requirements of the Clean Air Act.

ADOPTED by the Metro Council this 11th day of December 2003.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney



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OMA/RPB/kvw (12/11/03)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2000 REGIONAL TRANSPORTATION PLAN ("RTP") FOR CONSISTENCY WITH THE 2004 INTERIM FEDERAL RTP AND STATEWIDE PLANNING GOALS	)))))	ORDINANCE NO. 04-1045A Introduced by Councilor Rod Park

WHEREAS, the Metro Council approved the 2000 RTP by Ordinance No. 00-869A (For the Purpose of Adopting the 2000 Regional Transportation Plan) on August 10, 2000 as the regional "Transportation System Plan" ("TSP") required by state Goal 12 through the statewide planning Goal 12 through the state Transportation Planning Rule ("TPR"); and

WHEREAS, a key purpose of the regional TSP is to define a system of transportation facilities and services adequate to meet transportations needs and support planned land uses set forth in the 2040 Growth Concept, consistent with the requirements of other statewide planning goals; and

WHEREAS, the Land Conservation and Development Commission approved and acknowledged the 2000 RTP and 2020 Priority System on July 9, 2001, as the regional TSP for the Portland metropolitan region until the next RTP update; and

WHEREAS, the Metro Council directed that the 2004 update to the RTP be narrowed in scope to only address federal planning requirements and approved the 2004 Interim Federal RTP by Resolution No. 03-3380A (For the Purpose of Adopting the 2004 Regional Transportation Plan as the Federal Metropolitan Transportation Plan to Meet Federal Planning Requirements) on December 11, 2003; and

WHEREAS, as a follow-up to the 2004 update, Exhibit "A" identifies consistency amendments to the 2000 RTP to address statewide planning goals and implement the 2004 Interim Federal RTP in anticipation of a major review of RTP policies and projects to be completed by 2007; and

WHEREAS, no major changes to policies and projects are proposed in Exhibit "A"; and

WHEREAS, cities and counties in the region have made amendments to their transportation systems plans in order to comply with Metro's 2000 RTP, and these TSP amendments have generated proposed amendments to the functional system maps in the RTP, new transportation projects and studies and changes in the location, description, cost or timing of previously approved projects; and

WHEREAS, Metro and cities and counties of the region have completed corridor studies and comprehensive planning pursuant to Title 11 of the Urban Growth Management Functional Plan, since adoption of the 2000 RTP, and these plans have generated proposed technical amendments to Chapter 6 (Implementation) of the RTP; and

WHEREAS, the Metro Council has received and considered the advice of its Joint Policy Advisory Committee on Transportation and its Metro Policy Advisory Committee, and all proposed amendments identified in Exhibit "A" have been the subject of a 45-day public review period; and

WHEREAS, the Metro Council held public hearings on amendments to the 2000 RTP identified in Exhibit "A" on May 13 and July 8, 2004; now, therefore

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Text and maps in Chapter 2 (Transportation) of the Regional Framework Plan ("RFP"), and Chapter 1 (Regional Transportation Policy) and Chapter 3 (Growth and the Preferred System) of the 2000 RTP are hereby amended as set forth in Part 1 (Policy Amendments) of Exhibit "A", attached and incorporated into this ordinance.

2. Text and maps in Chapter 5 of the 2000 RTP are hereby amended as set forth in Part 2 (Project Amendments) of Exhibit "A" to identify the scope and nature of the proposed transportation improvements that address the 20-year needs.

3. Text in Chapter 6 (Implementation) of the 2000 RTP is hereby amended as set forth in Part 3 (Technical Amendments) of Exhibit "A" to demonstrate regional compliance with state and federal planning requirements and establish regional TSP and functional requirements for city and county comprehensive plans and local TSPs.

4. Metro's 2000 RTP and these amendments to it, together with Titles 2 and 10 of the Urban Growth Management Functional Plan, comprise Metro's 2000 RTP, adopted as the regional functional plan for transportation under ORS 268.390, and the regional transportation system plan required by state planning law.

5. The Findings of Fact and Conclusions of Law in Exhibit "~~C~~B", attached and incorporated into this ordinance, explain how these amendments to the RTP comply with state transportation and land use planning laws and the RFP.

ADOPTED by the Metro Council this 8th day of July, 2004.

David Bragdon, Council President

ATTEST: Approved as to Form:

Christina Billington, Recording Secretary Daniel B. Cooper, Metro Attorney

APPROVATO APPROVED METRO COUNCIL CONSIGLIO METROPOLITANO

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
Oregon Division
530 Center Street, Suite 100
Salem, Oregon 97301
503-399-5749

Federal Transit Administration
Region X
915 Second Avenue, Room 3142
Seattle, Washington 98174-1002
206-220-7954

March 5, 2004
IN REPLY REFER TO
HPL.3-OR
90.220

Mr. David Bragdon
President
Metro Council
600 N.E. Grand Avenue
Portland, Oregon 97232-2736

RE: Conformity Determination for the Fiscal Year 2004 Regional Transportation Plan (RTP) and Fiscal Year 2004-2007 Metropolitan Transportation Improvement Program (MTIP)

Dear Mr. Bragdon:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the Portland Metro local conformity determination for the Fiscal Year (FY) 2004 RTP and FY 2004-2007 MTIP. A joint FHWA/FTA air quality conformity determination for the RTP and the TIP is required by *Section 93.104* of the Environmental Protection Agency's (EPA) August 15, 1997, *Transportation Conformity Rule Amendments: Flexibility and Streamlining: Final Rule, 40 CFR Parts 51 and 93 (Transportation Conformity Rule)* and the FHWA/FTA Metropolitan Planning *Rule, 23 CFR 450.* Our USDOT conformity determination is based upon Metro's conformity determination analysis and documentation submitted to our offices, by your March 4, 2004, letter and attachments, as well as supplemental documentation.

The Metro Council and Joint Policy Advisory Committee on Transportation adopted the local conformity determination on the FY 2004 RTP and FY 2004-2007 MTIP on March 4, 2004. The local conformity analysis and supplemental documentation provided by Metro indicates that all air quality conformity requirements have been met. Based on our review, we find that the FY 2004 RTP and the FY 2004-2007 MTIP conform to the applicable state implementation plan in accordance with: *40 CFR Parts 51 and 93*; the January 2, 2002, *Revised Guidance for Implementing the March 1999 Circuit Court Decision Affecting Transportation Conformity*; and, the EPA's May 14, 1999, *Conformity Guidance on Implementation of the March 2, 1999, Conformity Court Decision*. This USDOT conformity determination has been developed in accordance with *Oregon Administrative Rule (OAR) Chapter 340 Division 252, Transportation Conformity*, which defines the procedures and frequency for demonstrating conformity within the State of Oregon. This federal conformity determination was made after consultation with EPA Region X, pursuant to the *Transportation Conformity Rule*.

This letter constitutes the joint FHWA/FTA air quality conformity determination for Metro's FY 2004 RTP and FY 2004-2007 MTIP. If you have any questions regarding this federal conformity finding, please contact Michelle Eraut, FHWA, at (503) 587-4716 or Jennifer Bowman, FTA, at (206) 220-7953.

Sincerely,

David O. Cox
Division Administrator
Federal Highway Administration

R. F. Krochalis
Regional Administrator
Federal Transit Administration

cc:

FTA	(Rebecca Reyes-Alicea, Jennifer Bowman)
EPA	(Wayne Elson)
ODOT	(Jill Vosper, STIP Manager)
	(Vince Carrow, Environment)
	(Matthew Garrett, Region 1)
DEQ	(Dave Nordberg)
METRO	(Andy Cotugno)

ME/ma

Appendix 6

Environmental Justice Report

Transportation Priorities 2008-11 Program

"Investing in the 2040 Growth Concept"

Draft Environmental Justice Report

August 2006

METRO

PEOPLE PLACES
OPEN SPACES

PURPOSE

Because the 2008-11 Transportation Priorities program will receive federal funding through the Surface Transportation Program and the Congestion Mitigation/Air Quality program, it is required to be in full compliance with all federal and state regulations regarding environmental justice. The importance of environmental justice analysis lies in ensuring that the costs and benefits of each transportation project are distributed equitably among communities in our region, and to minimize situations in which the benefits of a project do not incur to those who are suffering the costs.

Title VI of the Civil Rights Act of 1964 mandates, "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance" (United States Department of Justice, 1964). Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," states that the duty of each public agency is to identify and address "disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations" (Clinton, 1994). Metro is also require to comply with the Civil Rights Restoration Act of 1987 as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

This draft currently assesses 2008-11 MTIP candidate projects, and will be updated at a later date to reflect environmental justice effects of projects selected for funding.

METHODOLOGY

Environmental Justice populations are defined as significant concentrations of persons with one or more of the following demographic characteristics:

- Minority racial group (Black, Asian, American Indian/Alaska Native, Hawaiian/Pacific Islander)
- Hispanic origin
- Low-Income (households that earned 1.99 times the federally-defined poverty level or less in 1999)
- Elderly (persons 65 years of age or older)
- Disabled (persons 5 years or older with any type of disability: sensory, physical, mental, self-care, go-outside-the-home, or employment)
- Non-English Speaking (persons who stated that they didn't speak any English at all in 2000)

The analysis was done using Geographic Information System application of year 2000 U.S. Census data. Each project was given a half-mile buffer and analyzed to determine the relative concentration of Environmental Justice populations within each buffer. A significant concentration is one in which 2.5 times the regional average or 1000 total persons or more of the surrounding population belong to an environmental justice category. Table 1 lists the regional average populations of each category as well as 2.5 times the regional average. The regional average was calculated for the tri-county region.

TABLE 1: Environmental Justice Regional Averages

	Regional Average	**2.5 times the Regional Average**
American Indian/Alaska Native	1% *(11,688)*	2.5%
Asian	5% *(75,340)*	12.5%
Black	3% *(42,548)*	7.5%
Disabled	11% *(165,733)*	27.5%
Elderly	10% *(150,386)*	25%
Hawaiian/Pacific Islander	0% *(4,526)*	1%
Hispanic	8% *(115,971)*	20%
Non-English-Speaking	0% *(1,427)*	1%
Low-Income	24% *(344,699)*	60%
Total Population (2000)	*1,444,219*	

Source: U.S. Census Bureau, 2000

Table 2 shows the MTIP applications that are located in an area with a significant concentration of an Environmental Justice population. The attached map shows the locations of the identified MTIP applications. NOTE: Each project was analyzed for all of the above-mentioned demographic categories, but none were in proximity to a significant non-English-speaking population; therefore, non-English-speaking is not listed in Table 2.

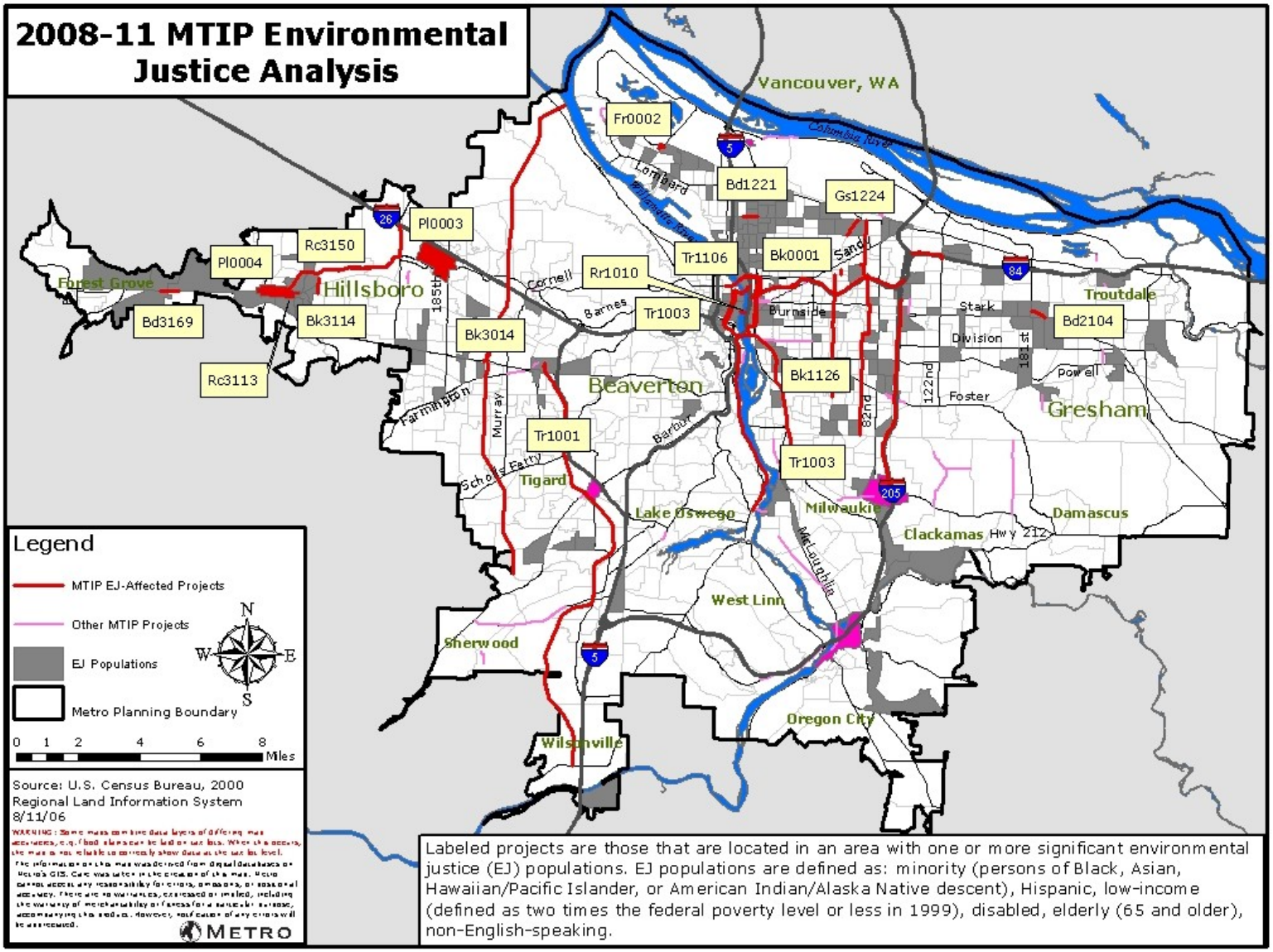
TABLE 2: MTIP Projects Affecting a Significant Concentration* of Environmental Justice Populations

Project Number	RTP Number	Project Title	Total Population	Minority/Ethnic Population	Low-Income Population	Elderly or Disabled population
Bd1221	1221	Killingsworth	11193	Black: 35% (3941)	Low-Income: 23% (2544)	
Bd2104	2104	Burnside	9360	Hispanic: 28% (2587)	Low-Income: 37% (3433)	
Bd3169	3169	E. Baseline (Cornelius)	1468	Hispanic: 26% (384)		
Bk0001	N/a	Sullivan's Gulch Trail Planning Study	49050	Asian: 2% (1127) Black: 2% (1170)	Low-Income: 4% (2151)	
Bk1126	1126 (70s not in RTP)	NE/SE 50s bikeway; NE/SE 70s bikeways	91266	Asian: 36% (3268) Hispanic: 1% (1085)	Low-Income: 2% (1702)	
Bk3014	3014, 3072, 3092, 6020	Westside Corridor Trail	47333	Asian: 2% (1023)		
Bk3114	3114	NE 28th Ave	6546	Hispanic: 21% (1375)		
Fr0002	Pending adoption of freight master plan in the RTP update	Portland Road/Columbia intersection improvements	4993	Black: 10% (524)	Low-Income: 27% (1378)	
GS1224	1224	Cully Boulevard Green Street Project	8149		Low-Income: 13% (1024)	
Pl0003	N/a	Tanasbourne Town Center Infrastructure Planning Study	17801	Asian: 7% (1292)		
Pl0004	N/a	Hillsboro Regional Center Infrastructure Planning Study	16196	Hispanic: 32% (5182)	Low-Income: 7% (1200)	
RC3113	3113	SE 10th Ave	6903	Hispanic: 41%	Low-Income: 19%	

Project Number	RTP Number	Project Title	Total Population	Minority/Ethnic Population	Low-Income Population	Elderly or Disabled population
				(2848)	(1337)	
RC3150	3150	Cornell Road ATMS and ATIS	21377	Hispanic: 20% (4196)	Low-Income: 7% (1405)	
RR1010	1010	Morrison Bridge Rehab	4797	Black: 9% (439)	Low-Income: 38% (1855)	
Tr1001	1001	I-205 LRT, Commuter Rail, S Waterfront Streetcar	84599	Hispanic: 3% (2688)		Elderly: 1% (1026)
Tr1003	1003 modified	South Corridor Phase 2: PE	40456		Low-Income: 14% (5472)	Disabled: 4% (1807)
Tr1106	1106, 1107	Eastside Transit Alternatives Analysis - Streetcar Alternative alignment Project	17038	Black: 7% (1159)	Low-Income: 17% (2859)	Disabled: 6% (1128)

Source: U.S. Census Bureau, 2000

*Significant concentration is defined as 2.5 times the Regional Average population within each category OR greater than 1000 total persons


2008-11 MTIP Environmental Justice Analysis
Vancouver, WA
Columbia River
Fr0002
Bd1221
Gs1224
Pl0003
Rc3150
Pl0004
Forest Grove
Hillsboro
Tr1106
Bk0001
Rr1010
Cornell
Barnes
Tr1003
Burnside
Sandy
Troutdale
Stark
Bd2104
Division
Powell
Foster
Gresham
Bd3169
Bk3114
Bk3014
Rc3113
Bk1126
Beaverton
Farmington
Murray
Tr1001
Barbur
Tr1003
Tigard
Scholls Ferry
Lake Oswego
Milwaukie
Damascus
Clackamas
Hwy 212
McLoughlin
West Linn
Sherwood
Oregon City
Wilsonville
Legend
MTIP EJ-Affected Projects
Other MTIP Projects
EJ Populations
Metro Planning Boundary
0 1 2 4 6 8 Miles
N
W
E
S
Source: U.S. Census Bureau, 2000
Regional Land Information System
8/11/06
METRO
Labeled projects are those that are located in an area with one or more significant environmental justice (EJ) populations. EJ populations are defined as: minority (persons of Black, Asian, Hawaiian/Pacific Islander, or American Indian/Alaska Native descent), Hispanic, low-income (defined as two times the federal poverty level or less in 1999), disabled, elderly (65 and older), non-English-speaking.

RESULTS

The Transportation Priorities funding allocation process received 54 construction or project development applications that can be evaluated for environmental justice impacts (the remaining programs are general planning or programs whose impacts are region wide). One method to evaluate whether the potential benefits and impacts of the program places a disproportional burden on minority, ethnic or low-income populations is to measure the percentage of candidate applications benefiting/impacting environmental justice populations to the percentage of these populations relative to the regional average.

Fifteen out of fifty four Transportation Priorities candidate projects benefit or impact one or more minority and/or ethnic populations (five Black, eight Hispanic, and four Asian). This represents 27.8% of the candidate projects. Minority and ethnic populations represent 17.3% of the regional population. This represents a slightly higher distribution of benefits and impacts to minority and ethnic populations relative to the regional average.

Twelve out of fifty four Transportation Priorities candidate projects benefit or impact significant concentrations of low-income populations. This represents 22.2% of the candidate projects. Low-income persons constitute 24% of the regional population. This represents an even distribution of benefits and impacts to low-income persons relative to the regional population.

Three out of fifty four Transportation Priorities candidate projects benefit or impact significant concentrations of elderly or disabled populations. This represents 5.6% of the candidate projects. Elderly and disabled populations represent 10% and 11% of the regional population respectively.

The only projects that are estimated at this time to have significant negative impacts (more than one displacement) are the Harmony Road project (RC5069) and a potential light rail project emerging from Preliminary Engineering of the South Corridor Phase II (Tr1003). The FEIS may also identify noise/vibration impacts associated with the potential light rail project. The Harmony Road project is not benefiting/impacting a significant concentration of an Environmental Justice population. The South Corridor project would benefit/impact a significant number (5,472) of low-income persons.

All of the projects are expected to provide benefits to the surrounding populations. These include increased number of travel options and access to jobs and services and decreased congestion.

Environmental Justice for current STIP projects

Project	Total Population	2x Poverty Level Income or Less	White Alone	Black Alone	American Indian-Alaskan Alone	Asian Alone	Hispanic Ethnicity	Non-English-Speaking
I-5: Delta Park Project	8796	2919 (33%)	5844 (66%)	**1285 (15%)**	**142 (2%)**	504 (6%)	652 (7%)	209 (2%)
I-5/I-205 Merge: Acceleration Lane	4900	384 (4%)	4332 (88%)	9 (0%)	10 (0%)	276 (6%)	223 (5%)	69 (1%)
US 26: 185th Ave to Cornell Road Widening	13569	2468 (18%)	10159 (75%)	122 (1%)	107 (1%)	**2267 (17%)**	906 (7%)	**599 (4%)**
Troutdale Marine Drive Backage Road	5196	834 (16%)	4511 (87%)	143 (3%)	53 (1%)	215 (4%)	133 (3%)	69 (1%)
US 26: Springwater Interchange Phase I	11175	2187 (20%)	10189 (91%)	100 (1%)	73 (1%)	141 (1%)	571 (5%)	84 (1%)
Wilsonville Road Interchange	11490	2304 (20%)	10325 (90%)	79 (1%)	47 (0%)	279 (2%)	963 (8%)	**311 (3%)**
Sunrise Corridor	8128	1172 (14%)	7144 (88%)	70 (1%)	0 (0%)	410 (5%)	371 (5%)	101 (1%)

***Impacts greater than 2.5 the Regional Average OR greater than 1000 people**

Regional Averages (from MTIP):

	Regional Average	2.5 times the R.A.
Black Alone	3%	7.5%
American Indian/Alaskan Alone	0.7%	1.8%
Asian Alone	5.2%	13%
Hispanic Ethnicity	8%	20%
Non-English speaking	1%	2.5%

Notes from spreadsheet "STIP Projects.xls"
Population Low-Income: POV_UP2
Population non-English-speaking: [5_17NOTNO+18_64NOTNO+OVER65NOTN]

Appendix 7

Allocation of Regional Flexible Funds:
Project Award Summaries and Conditions of Project Selection

JPACT Recommendation

Resolution No. 05-3529A
Attachment 1

Planning & Travel Options

Planning

Score			Requested Amount (millions of $)
Recommended for Funding			
n/a	PI0005	Regional Freight Planning: Region wide	$0.300
n/a	PI0001	MPO Required Planning: Region wide	$1.731
n/a	PI1003	Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center	$2.000
n/a	PI5053	Multi-Use Path Master Plans: Lake Oswego to Milwaukie, Tonquin Trail, Mt. Scott - Scouter's Loop	$0.300
n/a	PI0002	Next Priority Corridor Study	$0.500
n/a	PI1017	Willamete Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	$0.688
		Subtotal:	**$5.519**
Not Recommended for Further Consideration in Final Cut			
n/a	PI0004	Livable Streets Update: Region wide	$0.200
n/a	PI8000	Bike Model and Interactive Map: Region wide	$0.201
n/a	PI5053	Multi-Use Path Master Plans: Sullivan's Gulch	$0.290
n/a	PI1017	Willamete Shoreline - Hwy 43 Transit preliminary engineering: Portland South Waterfront to Lake Oswego	$1.350
		Subtotal:	**$2.041**
Not Recommended for Further Consideration in First Cut			
n/a	PI1003	Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center	$1.725
n/a	PI5016	I-205/Hwy 213 Interchange Reconaissance Study	$0.300
n/a	PI3121	Tualatin Valley Highway Corridor Study: Highway 217 to Baseline Road	$1.900
n/a	TD0005	Fuller Road at I-205	$0.500
		Subtotal:	**$4.425**
		Mode Category Total:	**$11.985**

Bike/Trail

Score			Requested Amount (millions of $)
Recommended for Funding			
93	Bk1009	Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla	$1.237
82	Bk4011	Marine Dr. Bike Lanes & Trail Gaps: 6th Ave. to 185th	$0.966
81	Bk2055	Springwater Trailhead at Main City Park	$0.310
76	Bk2052	MAX Multi-use Path: Cleveland Station to Ruby Junction	$0.890
75	Bk5026	Trolley Trail: Arista to Glen Echo (Segments 5-6)	$0.742
73	Bk3012	Rock Creek Trail: Orchard Park to NW Wilkens	$0.675
53	Bk3072	Powerline Trail (north): Schuepback Park to Burntwood Dr. (ROW)	$0.600
		Subtotal:	**$5.420**
Not Recommended for Further Consideration in Final Cut			
67	Bk5110	Jennifer St: 106th to 122nd	$0.550
65	Bk3072	Powerline Trail (north): Schuepback Park to Burntwood Dr. (Con)	$0.900
93	Bk1009	Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla	$0.372
		Subtotal:	**$1.822**
Not Recommended for Further Consideration in First Cut			
63	Bk6057	Washington Square Regional Center Trail: Hwy. 217 to Fanno Creek Trail	$1.256
53	Bk6020	Powerline Trail (South): Barrows to Beef Bend Rd.	$0.942
		Subtotal:	**$2.198**
		Mode Category Total:	**$9.440**

Pedestrian

Score			Requested Amount (millions of $)
Recommended for Funding			
90	Pd3163	Forest Grove Town Center Pedestrian Improvements	$0.660
88	Pd5054	Milwaukie Town Center: Main/Harrison/21st	$0.450
74	Pd1202	SW Capitol Highway (PE): Multnomah to Taylors Ferry	$0.530
		Subtotal:	**$1.640**
Not Recommended for Further Consideration in Final Cut			
78	Pd1227	Tacoma Street: 6th to 21st	$1.402
75	Pd2105	Rockwood Ped to MAX: 188th Avenue and Burnside	$1.400
44	Pd1019	Transit Safe Street Crossings	$0.500
n/a	Pd8007	ODOT Preservation Supplement (Powell: 50th to I-205)	$0.250
		Subtotal:	**$3.552**
Not Recommended for Further Consideration in First Cut			
68	Pd1080	SE Hawthorne: 20th to 50th	$0.822
63	Pd3021	SW Scholls Ferry Road: Raleigh Hills town center	$0.436
59	Pd3093	SW Murray Blvd (west side only): TV Hwy to Farmington (+ bike lane)	$0.923
49	Pd5209	SE 129th Sidewalks and bike lane: Scott Creek Ln. to Mountain Gate Rd.	$0.707
n/a	Pd8007	ODOT Preservation Supplement (Powell: 50th to I-205)	$0.250
		Subtotal:	**$3.138**
		Mode Category Total:	**$8.330**

Regional Travel Options

Score			Requested Amount (millions of $)
Recommended for Funding			
n/a		Program management & administration	$0.340
n/a		Regional marketing program	$2.960
n/a		Regional evaluation	$0.300
n/a		1 TravelSmart	$0.500
		Subtotal:	**$4.100**
Not Recommended for Further Consideration in Final Cut			
n/a		1 TravelSmart	$0.500
n/a		Regional Vanpool fleet	$0.503
n/a		1 TravelSmart projects	$0.500
		Subtotal:	**$1.503**
Not Recommended for Further Consideration in First Cut			
n/a		2 TravelSmart Projects	$1.000
		Subtotal:	**$1.000**
		Mode Category Total:	**$6.603**

TOD

Score			Requested Amount (millions of $)
Recommended for Funding			
98	TD8005	Regional TOD LRT Station Area Program	$3.000
95	TD0002	Regional TOD Urban Center Program	$1.000
88	TD0003	Site acquisition: Beaverton regional center	$2.000
		Subtotal:	**$6.000**
Not Recommended for Further Consideration in Final Cut			
95	TD0002	Regional TOD Urban Center Program	$0.500
88	TD0003	Site acquisition: Beaverton regional center	$1.000
81	TD0004	Gateway Transit Center Redevelopment	$0.500
98	TD8005	Regional TOD LRT Station Area Program	$0.500
95	TD0002	Regional TOD Urban Center Program	$0.500
		Subtotal:	**$3.000**
Not Recommended for Further Consideration in First Cut			
		Subtotal:	**$0.000**
		Mode Category Total:	**$9.000**

Transit

Score			Requested Amount (millions of $)
Recommended for Funding			
n/a	Tr1001	I-205 LRT, Commuter Rail, S Waterfront Streetcar	$16.000
n/a	Tr1002	I-205 Supplemental	$2.600
93	Tr8035	Frequent Bus Capital program	$2.750
81	Tr1106	Eastside Streetcar (Con)	$1.000
57	Tr5126	South Metro Amtrak Station: Phase II	$0.900
		Subtotal:	**$23.250**
Not Recommended for Further Consideration in Final Cut			
57	Tr5126	South Metro Amtrak Station: Phase II	$0.250
28	RC8038	SW Ash Street extension (PE-ROW)	$0.639
		Subtotal:	**$0.889**
Not Recommended for Further Consideration in First Cut			
28	RC8038	SW Ash Street extension (construction)	$0.212
		Subtotal:	**$0.212**
		Mode Category Total:	**$24.351**

JPACT Recommendation

Resolution No. 05-3529A
Attachment 1

Roads & Bridges

Road Capacity

Score			Requested Amount (millions of $)
Recommended for Funding			
74	RC6014	SW Greenburg Road:Washington Square Dr. to Tiedeman	$1.000
65	RC1184	Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	$1.000
62	RC7000	SE 172nd Ave:Phase I; Sunnyside to Hwy 212 (ROW)	$2.000
		Subtotal:	**$4.000**
Not Recommended for Further Consideration in Final Cut			
65	RC2110	Wood Village Blvd.: Arata to Halsey	$0.815
65	Pd6127	Boones Ferry Road at Lanewood Street	$1.400
	RC7000	SE 172nd Ave:Phase I; Sunnyside to Hwy 212 (ROW)	$2.300
46	RC5103	Clackamas County ITS: Safety and operational improvements at 4 railroad crossings	$0.500
65	RC1184	Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	$0.411
		Subtotal:	**$5.426**
Not Recommended for Further Consideration in First Cut			
	RC1184	Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	$1.489
56	RC3114	NE 28th Avenue: East Main to Grant	$1.682
		Subtotal:	
		Mode Category Total:	**$9.426**

Road Reconstruction

Score			Requested Amount (millions of $)
Recommended for Funding			
91	Fr3166	10th Avenue at Highway 8 Intersections	$0.837
88	RR2035	Cleveland St.: NE Stark to SE Powell	$1.000
		Subtotal:	**$1.837**
Not Recommended for Further Consideration in Final Cut			
91	RR1053	Naito Parkway:NW Davis to SW Market	$3.840
88	RR2035	Cleveland St.: NE Stark to SE Powell	$0.540
84	RR5037	Lake Rd: 21st to Hwy 224	$1.884
		Subtotal:	**$6.264**
Not Recommended for Further Consideration in First Cut			
81	RR2001	NE 242nd Ave.: Stark to Glisan	$0.840
70	RR1209	NW 23rd Avenue: Burnside to Lovejoy	$2.694
		Subtotal:	
		Mode Category Total:	**$8.101**

Boulevard

Score			Requested Amount (millions of $)
Recommended for Funding			
102	Bd3020	Rose Biggi extension: Crescent St. to Hall (PE)	$0.580
97	Bd1051	Burnside Street: Bridge to E 14th (PE)	$1.650
95	Bd1260	Killingsworth: N Commercial to NE MLK (PE)	$0.400
		Subtotal:	**$2.630**
Not Recommended for Further Consideration in Final Cut			
	Bd3020	Rose Biggi extension: Crescent St. to Hall (ROW)	$1.140
	Bd3020	Rose Biggi extension: Crescent St. to Hall (Con)	$2.087
	Bd1051	Burnside Street: Bridge to E 14th (PE)	$1.710
	Bd1260	Killingsworth: I-5 Overpass	$0.935
	Bd1260	Killingsworth: N Commercial to NE MLK (Con)	$1.679
89	Bd3184	Cornell Road: Saltzman to 119th	$2.535
		Subtotal:	**$10.086**
Not Recommended for Further Consideration in First Cut			
87	Bd3169	E Baseline: 10th to 20th	$2.447
		Subtotal:	**$2.447**
		Mode Category Total:	**$15.163**

Freight

Score			Requested Amount (millions of $)
Recommended for Funding			
79	Fr4063	N Lombard: Slough overcrossing	$2.000
77	Fr3016	SW Tualatin-Sherwood Road ATMS: I-5 to Highway 99W	$0.341
68	Fr4087	N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	$1.800
67	Fr6086	Kinsman Road extension: Barber to Boeckman	$1.400
65	Fr8008	Freight Data Collection Infrastructure and Archive System: Approximately 50 interchanges region wide	$0.179
		Subtotal:	**$5.720**
Not Recommended for Further Consideration in Final Cut			
79	Fr4063	N Lombard: Slough overcrossing	$0.210
61	Fr2074	NE Sandy Blvd. (PE/ROW): 207th to 238th	$0.630
		Subtotal:	**$0.630**
Not Recommended for Further Consideration in First Cut			
	Fr4063	N Lombard: Slough overcrossing	$2.210
	Fr4087	N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	$1.200
45	Fr6065	SW Herman Road: Teton to 108th Avenue	$2.000
		Subtotal:	**$5.410**
		Mode Category Total:	**$11.760**

Large Bridge

Score			Requested Amount (millions of $)
Recommended for Funding			
71	RR1012	Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	$2.000
		Subtotal:	**$2.000**
Not Recommended for Further Consideration in Final Cut			
	RR1012	Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	$1.600
		Subtotal:	**$1.600**
Not Recommended for Further Consideration in First Cut			
		Subtotal:	**$0.000**
		Mode Category Total:	**$3.600**

Green Streets

Score			Requested Amount (millions of $)
Recommended for Funding			
93	GS2123	Beaver Creek Culverts: Troutdale, Cochran, Stark	$1.000
		Subtotal:	**$1.000**
Not Recommended for Further Consideration in Final Cut			
88	GS1224	NE Cully Boulevard: Prescott to Killingsworth	$2.457
	GS2123	Beaver Creek Culverts: Troutdale, Cochran, Stark	$0.470
		Subtotal:	**$0.470**
Not Recommended for Further Consideration in First Cut			
		Subtotal:	**$0.000**
		Mode Category Total:	**$1.470**

Recommended Total: **$63.116**
Expected 2008-09 Funding Authorized: $62.228

Transportation Priorities 2006-09:
Investing in the 2040 Growth Concept

Conditions of Program Approval

Bike/Trail

All projects will meet Metro signage and public notification requirements.

(Bk2052) The MAX multi-use path project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Hispanic and low-income populations in the vicinity of the project.

(Bk3072) The Powerline Trail (Schuepback Park to Burntwood Drive) funding is conditioned on the execution of the purchase option of the Mt. Williams property for use of right-of-way for the project. If the purchase option is not executed, Metro may rescind the funds for future reallocation.

(Bk5026) The $.742 million in funds committed to the Trolley Trail may be transferred to the 172nd project if an alternate funding source for Segments 5 and 6 is committed. Clackamas County will be seeking funds from a sewer project in this right-of-way as well as other County, regional, state or federal funds to finance this priority trail project.

(Bk1009) The $1.237 million allocated to the Springwater Trail- Sellwood Gap is conditioned on the City of Portland committing sufficient funds to complete this segment of the Springwater Trail project, conditioned on committing funds to complete the NE Cully Blvd.: Prescott to Killingsworth Green Street project and conditioned on committing funds to fund the Gateway TOD project.

Boulevard

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

All projects will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

(Bd3020) The Rose Biggi project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to

the significant concentration of Hispanic and low-income populations in the vicinity of the project.

(Bd1051) The E Burnside project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income population in the vicinity of the project.

(Bd1260) The Killingsworth project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black and low-income populations in the vicinity of the project.

Large Bridge

(RR1012) Funding of the Sellwood Bridge project is contingent on the programming $1.5 million of STIP funding and Multnomah County prioritizing the Sellwood Bridge as the first priority large bridge project for receipt of HBRR funds after completion of the Sauvie Island bridge in 2007. Furthermore, the Type, Size & Location Study and Preliminary Environmental Assessment shall include addressing the connection between the bridge design and surrounding land use and transportation issues.

Freight

(Fr4063): Funding of the N Lombard project is contingent on the demonstration of a financial strategy that does not rely on large (> $2 m) future contributions from the Transportation Priorities process.

(Fr4087): Funding for the Leadbetter over crossing project is contingent on the programming of $6 million in ODOT OTIA III funding and $2 million of local match by the Port of Portland to the project.

The N Lombard and N Leadbetter over crossing project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black population in the vicinity of the project.

Green Streets

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* and *Green Streets* guidebooks (Metro; June 2002).

(GS1224): The Cully Boulevard project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black, Hispanic and low-income populations in

the vicinity of the project. It is also conditioned on provision of results of the water quantity and quality testing as described in the project application.

Planning

(Pl0002): The RTP Corridor Plan – Next Priority Corridor is conditioned on a project budget and scope being defined in the appropriate Unified Work Program.

Pedestrian

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2nd edition; June 2002).

Road Capacity

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2nd edition; June 2002).

(RC7001) The 172nd Avenue project funding is conditioned on a project design that implements the transportation implementation strategies and recommendations of the Damascus/Boring concept plan. Based on the recommendations of the plan, the County may request, in coordination with the cities of Damascus and Happy Valley, a different arterial improvement location or scope. Furthermore, the $.742 million in funds committed to the Trolley Trail may be transferred to the 172nd project if an alternate funding source for Segments 5 and 6 is committed. Clackamas County will be seeking funds from a sewer project in this right-of-way as well as other County, regional, state or federal funds to finance this priority trail project.

(RC 1184) The Beaverton-Hillsdale/Scholls Ferry/Oleson Road intersection PE funding is conditioned on the provision of a redevelopment plan being completed for the area encompassed by the project construction impacts in conjunction with PE activities. The scope of these activities will be adopted as a condition of approval in the final MTIP document. Demonstration of a financial strategy (not a commitment) for funding of right-of-way and construction that does not rely on large future allocations from regional flexible funds is also required prior to programming of awarded funds.

Road Reconstruction

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2nd edition; June 2002).

(RR2035) Cleveland Avenue is conditioned on the provision of green street elements as described in the project application. Furthermore, the $1 million of funding can be spent on the full project from SE Powell Blvd. to SE Stark St. as long as the section in the Regional Center from SE Powell Blvd. to SE Division St. is completed.

(Fr3166) The $.837 million allocated to the 10th Avenue at Highway 8 intersection project in Cornelius is conditioned on sufficient funds made available through the reauthorization or TEA-21. If an amount of funds are not available to fund this project, this project is not a commitment against the next MTIP allocation.

Transit Oriented Development (TOD)

All projects will meet Metro signage and public notification requirements.

(TD8005): Upon completion of a full funding grant agreement, station areas of the I-205 MAX and Washington County commuter rail are eligible for TOD program project support.

Transit

Capital projects will meet Metro signage and public notification requirements.

(TR1106) The Eastside Streetcar project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income population in the vicinity of the project. It is also conditioned on the securing of other funding to complete the preliminary design and engineering costs of the project.

Transportation Priorities 2008-11
JPACT Recommended Final Cut List

Category	Code	Project name	Funding request	First cut list	JPACT Final cut recommendation
Bike/Trail	Bk1126	NE/SE 50s Bikeway: NE Thompson to SE Woodstock	$1.366	$1.366	$1.366
	Bk1048	Willamette Greenway Trail: SW Gibbs to SW Lane	$1.200	$0	$0
	Bk1048	Willamette Greenway Trail: SW Lane to SW Lowell	$0.600	$0	$0
	Bk5026	Trolley Trail: Arista St to Glen Echo	$1.875	$1.875	$1.100
	Bk1999	NE/SE 70s Bikeway: NE Killingsworth to SE Clatsop	$3.698	$1.800	$0
	Bk3012	Rock Creek Path: Orchard Park to NW Wilkins	$0.600	$0.600	$0.600
	Bk4011	Marine Drive Bike Facility Gaps: NE 6th to NE 185th	$1.873	$0	$0
	Bk3014	Westside Corridor Trail: Tualatin to Willamette Rivers	$0.300	$0.300	$0.300
	Bk0001	Sullivan's Gulch Trail: Esplanade to 122nd Ave	$0.224	$0.224	$0.224
	Bk5053	Milwaukie to Lake Oswego Trail	$0.583	$0.583	$0
	Bk5193	Willamette Falls Dr: 10th St to Willamette Dr	$2.987	$0	$0
	Bk3114	NE 28th Ave preliminary engineering: NE Grant to E. Main St	$0.300	$0	$0
		Subtotal	**$15.606**	**$6.748**	**$3.590**
Boulevard	Bd3169	East Baseline Street, Cornelius: 10th Ave to 19th Ave	$3.231	$3.231	$3.231
	Bd1089	East Burnside: 3rd Ave to 14th Ave	$4.700	$4.700	$3.000
	Bd5134	McLoughlin Blvd: Clackamas River to Dunes Drive	$2.800	$2.800	$0
	Bd2015	NE 102nd Avenue: NE Glisan to NE Stark	$1.918	$1.918	$0
	Bd2104	SE Burnside: 181 Street to Stark Street	$1.500	$0.300	$0.300
	Bd1221	Killingsworth: N Commercial to NE MLK Jr Blvd	$1.955	$1.955	$0
	Bd3020	Rose Biggi Ave: SW Hall Blvd to Crescent Way	$5.387	$0	$0
	Bd6127	Boones Ferry Road: Red Cedar Way to S of Reese Road	$3.491	$3.491	$0
		Subtotal	**$24.982**	**$18.395**	**$6.531**
Diesel retrofit	DR8028	Transit bus emission reduction: region wide: 266 buses	$1.800	$1.800	$1.000
	DR8028	Transit bus emission reduction: region wide: 59 buses	$0.700	$0	$0
	DR0001	Cascade Sierra SmartWay Technology: region wide	$0.200	$0.200	$0.200
		Subtotal	**$2.700**	**$2.000**	**$1.200**
Freight	Fr4044	82nd Ave/Columbia intersection improvements	$2.000	$2.000	$2.000
	Fr0002	Portland Road/Columbia Blvd	$0.538	$0.538	$0.538
	Fr0001	N Burgard/Lombard: N Columbia Blvd to UPRR Bridge	$3.967	$0	$0
		Subtotal	**$6.506**	**$2.538**	**$2.538**
Green Street culvert	GS5049	OR 99-E Bridge at Kellogg Lake	$1.055	$1.055	$1.055
		Subtotal	**$1.055**	**$1.055**	**$1.055**
Green Street retrofit	GS1224	Cully Boulevard: NE Prescott to NE Killingsworth	$3.207	$3.207	$1.600
	GS6050	Main Street: Rail Corridor to 99W, Tigard	$2.540	$2.540	$2.540
		Subtotal	**$5.747**	**$5.747**	**$4.140**
Large Bridge	RR1010	Morrison Bridge: Willamette River, Portland	$2.000	$2.000	$0
		Subtotal	**$2.000**	**$2.000**	**$0**
Pedestrian	Pd2057	Hood Street: SE Division Street to SE Powell Blvd	$0.887	$0.887	$0.887
	Pd1160	Foster-Woodstock: SE 87th St to SE 101 St	$1.931	$1.931	$1.931
	Pd5052	SE 17th Ave: SE Ochoco to SE Lava Drive	$1.655	$1.655	$0
	Pd6007	Fanno Creek trail: Hall Blvd crossing study	$0.359	$0.359	$0.359
	Pd1120	Sandy Blvd ped improvements: NE 17 to NE Wasco St	$0.712	$0	$0
	Pd6117	Pine Street: Willamette St to Sunset Blvd	$1.100	$0	$0
		Subtotal	**$6.643**	**$4.831**	**$3.176**

Transportation Priorities 2008-11
JPACT Recommended Final Cut List

Category	Code	Project name	Funding request	First cut list	JPACT Final cut recommendation
Planning	PI0006	MPO Program: region wide	$1.993	$1.993	$1.993
	PI0005	RTP corridor project: region wide	$0.600	$0.600	$0.300
	PI0002	Livable Streets policy and guidebook update: region wide	$0.200	$0.250	$0.250
	Pd8035	Pedestrian Network Analysis: region wide	$0.247	$0.125	$0.125
	PI0003	Tanasbourne town center planning study: Hillsboro	$0.200	$0	$0
	PI0001	Rx for Big Streets: Metro region 2040 corridors	$0.250	$0	$0
	PI0004	Hillsboro RC planning study	$0.350	$0.350	$0
		Subtotal	**$3.840**	**$3.318**	**$2.668**
Regional Travel Options	TO8052	Regional Travel Options: region wide	$4.447	$4.447	$4.279
	TO8053	RTO individualized marketing program: region wide	$0.600	$0.400	$0
	TO8056	RTO new TMA Support: region wide	$0.600	$0.200	$0
		Subtotal	**$5.647**	**$5.047**	**$4.279**
Road Capacity	RC5069	Harmony Road: 82nd Ave to Highway 224	$1.500	$1.500	$1.500
	RC3030	Farmington Road: SW Murray Blvd to SW Hocken Ave	$4.284	$4.284	$0
	RC3016	Tualatin-Sherwood Road ATMS: 99W to SW Teton Rd	$1.561	$0	$0
	RC3113	SE 10th Ave: East Main Street to Baseline	$0.600	$0.600	$0
	RC7036	SE 190th Dr: Pleasant View/Highland to SW 30th St	$3.967	$3.967	$0.600
	RC5101	Clackamas County ITS: Clackamas County	$0.592	$0	$0
	RC0001	ITS Programmatic Allocation: region wide	$3.000	$3.500	$3.000
	RC3023	Highway 217: Beaverton Hillsdale Hwy to SW Allen Blvd	$0.500	$0.500	$0.373
	PI0007	Happy Valley Town Center arterial street planning	$0.432	$0.432	$0
	RC7000	SE 172nd Ave: Multnomah Co line to Sunnyside Rd	$1.500	$0	$0
	RC3150	Cornell Road ATMS and ATIS: Hillsboro to US 26	$2.002	$0	$0
	RC2110	Wood Village Blvd: NE Halsey St to NE Arata Rd	$0.643	$0	$0
	RC3192	Sue/Dogwood Connection: NW Dale to NW Saltzman	$3.455	$0	$0
		Subtotal	**$24.035**	**$14.783**	**$5.473**
Road Reconstruction	RR1214	Division Street: SE 6th St to 39th St	$2.000	$0	$0
	RR2081	223rd RR undercrossing at Sandy Boulevard	$1.000	$1.000	$1.000
		Subtotal	**$3.000**	**$1.000**	**$1.000**
Transit	Tr1106	Portland Streetcar: NW 10th to NE Oregon	$1.000	$1.000	$0
	Tr8035	On-street transit facilities: region wide	$2.750	$2.750	$2.750
	Tr1003	South Corridor Phase II (PE): Portland to Milwaukie	$2.000	$2.000	$2.000
	Tr8025	Tigard Transit Center: SW Commercial St, Tigard	$0.160	$0.160	$0
		Subtotal	**$5.910**	**$5.910**	**$4.750**
Transit Oriented Development	TD8005a	Metro TOD Implementation Program: region wide	$4.000	$4.000	$3.000
	TD8005b	Metro Centers Implementation Program: region wide	$2.000	$2.000	$2.000
	TD8025	Hollywood Transit Center: NE Halsey and NE 42nd St	$0.202	$0.202	$0
		Subtotal	**$6.202**	**$6.202**	**$5.000**
		Bond Payment	**$18.600**		
		Grand Total	**$132.473**	**$79.575**	**$45.400**
		100% target	**$45.400**		

Transportation Priorities 2008-11:
Investing in the 2040 Growth Concept

Conditions of Program Approval

Bike/Trail

All projects will meet Metro signage and public notification requirements.

(Bk1126) The NE/SE 50s Bikeway funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Asian (3,268) and low-income (1,702) populations in the vicinity of the project.

(Bk3014) The Westside Corridor Trail funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Asian population (1,023) in the vicinity of the project.

(Bk0001) The Sullivan's Gulch Trail funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Asian (1,127) and low-income (2,151) populations in the vicinity of the project.

Boulevard

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2nd edition; June 2002).

All projects will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

(Bd3169) The East Baseline: 10th to 19th street project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Hispanic (2,064) and low-income (1,903) populations in the vicinity of the project.

(Bd1051) The E Burnside project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income (3,433) population in the vicinity of the project.

Freight

(Fr0002) The Portland Road/Columbia Boulevard project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black (524) and low-income (1,378) populations in the vicinity of the project.

Green Streets

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* and *Green Streets* guidebooks (Metro; June 2002).

(GS1224): The Cully Boulevard project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income (1,024) population in the vicinity of the project. It is also conditioned on provision of results of the water quantity and quality testing as described in the project application.

Planning

(Pl0002): The RTP Corridor Plan – Next Priority Corridor is conditioned on a project budget and scope being defined in the appropriate Unified Work Program.

Pedestrian

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2nd edition; June 2002).

Road Capacity

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2nd edition; June 2002).

(RC5069) The Harmony Road project funding is conditioned on development of a project design that seeks in priority order to avoid, minimize and then mitigate the environmental impacts of the project. Mitigation strategies should include a comprehensive strategy for restoration of the stream and upland resources in the vicinity of the project and not simply the direct impacts associated with the proposed construction activities.

The Intelligent Transportation System (ITS) program funding is conditioned on the Transport Subcommittee of TPAC making a recommendation of project scope and cost to TPAC, JPACT and the Metro Council on how these funds should be allocated. Transport's recommendation should be developed considering the following direction:

1. Projects will be consistent with the National ITS Architecture and Standards and Final Rule (23 CFR Section 940), including that a systems engineering process has or will be followed during project development.
2. First consideration of funding will be allocated to a project of similar scope as the Tualatin-Sherwood Road ATMS: I-5 to Hwy 99 project application.
3. Consideration will also be given to the projects defined in the Clackamas County ITS application.
4. Additional project considerations should be developed through Regional Concept of Transportation Operations (RCTO) processes, as priority "proof-of-concept" demonstration projects, or as part of an opportunity fund for supportive infrastructure or spot improvements.
5. Project recommendations should be evaluated in the context of a regional strategy for use of programmatic ITS funding, and consider the benefits and trade-offs in mobility, reliability, 2040 priority land-use access, and safety.

Road Reconstruction

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2nd edition; June 2002).

Transit Oriented Development (TOD)

All projects will meet Metro signage and public notification requirements.

Transit

Capital projects will meet Metro signage and public notification requirements.

(Tr1003) The South Corridor Phase II project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income (5,472) and disabled (1,807) populations in the vicinity of the project.

Public Notification Requirements

Public Information Material

All public information material (notices, mailings, press releases) shall include a statement describing the source of federal funding and the Metro logo. "This project funded in part through federal transportation funds distributed through Metro" would be an acceptable statement in meeting this requirement. The Metro logo is available through the office of Public Affairs and may be acquired by calling 503-797-1745.

Public Sign Standards

Standards for required signs may be obtained by calling Metro MTIP staff at 503-797-1759.

Road Projects (construction period only)

Includes Capacity, Reconstruction, Boulevard, Freight, Bridge and Green Street Demonstration projects.

Bicycle Projects (permanent)

Transit Oriented Development (permanent)

Sign Guidelines
Metro MTIP

Road-related Projects (Boulevard, Capacity, Green Street Demonstration, On-street Bicycle, Pedestrian, and Reconstruction projects)
Construction Phase Only

Sign Material: Plywood or sheet aluminum, high intensity sign sheeting

Sign Background: white, reflective sheeting

Sign Message and Border: blue, reflective sheeting

Standard Sign Size: Posted speeds equal or less than 25 MPH, 30 inches by 30 inches
Posted speeds more than 25 MPH, 36 inches by 36 inches

Text Size: Posted speeds equal or less than 25 MPH, 4 inches or more
Posted speeds more than 25 MPH, 5 inches or more

Content: Metro logo displayed with that of project sponsor
"This project funded in part by grants distributed through Metro"

Sign Mounting: Ground mounted signs not protected by guardrails or barriers should be installed on breakaway posts. Any sign support that could be struck by a vehicle should be of breakaway type: 4" by 4" wood posts are considered to be breakaway.

Multi-Use Trail Projects
Permanent Sign

Sign Material: Any permanent material

Sign Size: 18 inches by 24 inches to 36 inches by 24 inches

Text Size: 1 inch or more

Content: Metro logo displayed with that of project sponsor
"This project funded in part by grants distributed through Metro"

Sign Location: Key trailhead access points

Transit Oriented Development Projects
Permanent Sign

Sign Material: Any permanent material

Sign Size: 18 inches by 18 inches to 36 inches by 24 inches

Text Size: 1 inch or more

Content: Metro logo displayed
"This development funded in part by grants distributed through Metro"

Sign Location: Location in vicinity of primary building entrance clearly visible from public location such as sidewalk.

Note: Supplemental text describing other participation in project development and purpose of public participation is encouraged.

ODOT Sign Design Manual and Sign Policy Guidelines:
www.odot.state.or.us/traffic
Julia Wellner; ODOT Sign Engineer 503-986-3610

ODOT Sign Shop
503-986-2805
Public agencies may use the ODOT Sign Shop
List of private sector sign companies available from ODOT

Appendix 8

Project Programming by Fund Type

Placeholder for STP and CMAQ Tables

Appendix 9

STIP/MTIP Amendment Process Summary Table

STIP/ TIP AMENDMENTS

Type of Change	OTC Approval	Region 1 or State- wide	Federal Action	Full Amend- ment	Admin- istrative Amend- ment	Financial Plan/ Change only	Region 1 Project Delivery Line Team (RPDLT) Approval	Metro Approval Process (for projects in the MPO)
If it is NOT in the STIP:								
1. Adding a state or federally funded (FHWA or FTA*) project, or a project that requires an action by FHWA or FTA (any funding source), to the STIP	If on state system	✔	Approval if in first 3 years	✔				MTIP Amendment (see exceptions)
2. Adding a regionally significant project to the STIP (any funding source)	If on state system	✔	Approval if in first 3 years	✔			✔	MTIP Amendment (see exceptions)
3. Adding a federally funded project that is funded with discretionary funds	If on state system	✔	Notification		✔		Notification	MTIP Amendment (see exceptions)
4. Adding a non-federally funded project that doesn't impact air quality conformity or require FHWA or FTA action to the STIP	If on state system		Notification		✔		✔	MTIP Amendment (see exceptions)
If it is already in the STIP:								
5. Deleting a state or federally funded project, or a project that requires an action by FHWA or FTA (any funding source), from the STIP**	If on state system	✔	Approval if in first 3 years	✔			✔	MTIP Amendment (see exceptions)
6. Major change in scope of a project with state or federal funds, or a project with CMAQ funds that requires a new CMAQ eligibility finding, or a project that requires a new regional air quality conformity finding	If on state system	✔	Approval if in first 3 years	✔				MTIP Amendment (see exceptions)
7. Advancing a project or phase of a project from the fourth year to the first three years of the STIP***		✔	Approval	✔				MTIP Amendment (see exceptions)
8. Advancing an approved project or phase of a project from year two or three into the current year of the STIP			Notification		✔			Administrative adjustment
9. Slipping an approved project or phase of a project from the current year of the STIP to a later year						✔		Project Selection
10. Adding PE or ROW phase to an approved project in the first three years of the STIP			Notification		✔			Administrative adjustment
11. Combining two or more approved projects into one project			Notification		✔			Administrative adjustment
12. Splitting one approved project into two or more projects			Notification		✔			Administrative adjustment
13. Minor technical corrections to make the printed STIP consistent with prior approvals			Notification		✔			Administrative adjustment
14. Adding FHWA funds to an approved FTA-funded project			Notification		✔			Administrative adjustment
15. Increasing or decreasing the federal funds of an FTA-funded project, without affecting fiscal constraint of the STIP			Notification		✔			Administrative adjustment
16. Increasing or decreasing the federal funds of an FHWA-funded project, without affecting fiscal constraint of the STIP						✔		Project Selection

*Funds from 49 USC Chapter 53 or 23 USC, excluding State Planning & Research funds, Metropolitan Planning funds, and most Emergency Relief fur
**If a program has been delegated certain authority levels, OTC approval may not be required.
***The federally approved STIP contains years one to three; year four is informational only.

Exceptions to Metro JPACT Resolution

New projects (or deletions) within the following types of project categories or with the following conditions can be administratively added to the MTIP at The option of Metro staff in cases where the proposed project is exempt from air quality conformity determination (per 40 CFR 93.134) or the proposed project is determined through interagency consultation (per 40 CFR 93.104 (c) (2)) to not require additional regional air quality analysis, with monthly notification to TPAC.

- Bridge repair or replacement projects - up to $5 million
- Preservation projects on the interstate system - up to $5 million; on the highway system - up to $2 million
- Operations projects - up to $1 million
- Bicycle or pedestrian projects - up to $500,000
- Transit categories - Appropriations in excess of those programmed
  - HPP or other earmarks consistent with adopted regional priorities paper adopted by JPACT
- Appropriations for projects/programs previously identified and approved by JPACT and the Metro Council by resolution as regional priorities
- Emergency additions where an immanent safety public safety hazard is involved
- Addition of project details to previously approved generic projects such as parts and equipment, street overlays, etc.

Appendix 10

Approval Documentation

- Adopting Resolution
- Governor Approval of MTIP
- US DOT Approval of STIP

Placeholder for Approval Documentation

Appendix 11

Calendar of Activities

DRAFT

METRO

2007 Transportation Priorities And 2008-11 MTIP:

Investing in the 2040 Growth Concept

Calendar of Activities

2006

February	JPACT/Metro Council adopt Program policy objectives.
March	Pre-application materials available – brief Coordinating Committees.
April 30	Pre-applications due to Metro.
May	Metro/ODOT conferences with applicant agencies.
June 13	Prep-JPACT review of Metro TIP applications
June 20	Council work session review of Metro TIP applications
June 29	Metro Council approval of Metro TIP applications
June 30	Final applications due to Metro
August 14	MTIP Subcommittee review and comment on draft Transportation Priorities technical scores.
August 25	TPAC review of draft Metro Staff recommended First Cut List.
September 8	JPACT review of draft Metro Staff recommended First Cut List.
September 29	TPAC action on First Cut List.
October 10	Metro Council work session on release of First Cut List.
October 12	JPACT action on release of First Cut List.

Updated 1-26-07

October 13 – December 1 Public comment period, listening posts on First Cut List and Draft ODOT STIP (including TriMet TIP and SMART programming).

November 9 (Thursday)
Sringwater Trail Room
City Hall Building
1333 NW Eastman Parkway, Gresham

November 13 (Monday)
Beaverton Community Center
12350 SW 5th St
Community Room (testimony) and Vose Room (exhibits/information)

November 14 (Tuesday)
Pioneer Community Center
615 Fifth St
Oregon City

November 16 (Thursday)
Council Chamber (testimony) and Council Annex (exhibits/information)
Metro Central
600 NE Grand Ave
Portland

December 1 End of Public comment period

December 12 Metro Council work session: receive Executive Summary of Public Comment report, discuss policy issues for Final Cut.

December 14 JPACT: receive Executive Summary of Public Comment report, discuss policy issues for Final Cut.

2007

January 18 JPACT action on policy direction to staff on narrowing to the Final Cut List.

January 26 TPAC discussion on Final Cut List.

February 2 TPAC action on Final Cut List (Special meeting).

February 13 Public hearing on draft Final Cut List (Joint JPACT/Metro Council).

February 22 JPACT briefing on Final Cut List recommendation from TPAC.

March 1 JPACT action on Final Cut List pending air quality analysis.

March 15 Metro Council action on Final Cut List pending air quality analysis.

March 30	Transit element of MTIP review at TPAC.
April 12	Transit element of MTIP action at JPACT.
April - June	Programming of funds. Air quality conformity analysis.
June - July	Public review of draft MTIP with air quality conformity analysis.
August	Adopt air quality conformity analysis and submit to USDOT for approval. Adopt MTIP, including final Metro area state highway programming and TriMet and SMART Transit Investment Plan, and submit to Governor for approval. Governor approves incorporation of MTIP into STIP. OTC approves submittal of STIP to USDOT.
September	Receive approval of air quality conformity and STIP from USDOT.
October	Obligation of FFY 2008 programming begins.